The Standard Guide to Chicago

For the Year 1891

LIBRARY
Brigham Young University

TRIBUNE

of America,

unt of the CHARACTER
TENT of

ILATION

The Best Advertising Medium."

LOOK AT ITS "WANT" COLUMNS

For anything you may need, and use them to make your wants known to others. Advertisements of all kinds bring the best returns from THE TRIBUNE.

TRY IT AND BE CONVINCED

Sixty-four (64) Branch Offices in the city, and advertisements accepted by all of them at office rates.

THE CHICAGO HERALD.

(DAILY, SUNDAY AND WEEKLY.)

LARGEST MORNING CIRCULATION

IN CHICAGO.

A GREAT MEDIUM FOR SMALL ADS.

ADELINA PATTI
AND
THE KIMBALL PIANO.

W. W. KIMBALL CO.
CHICAGO, ILL.

CHICAGO, December 16, 1889.

GENTLEMEN:—It gives me great pleasure to testify to the merits of the New Kimball Piano. It has a wonderfully sweet and sympathetic tone and supports the voice in a most satisfactory manner.

Sincerely yours,

Adelina Patti Nicolini

The Chicago & Erie R. R.

(LATE CHICAGO & ATLANTIC RY.)

IN CONNECTION WITH THE

FORMS THE MOST CONVENIENT AND COMFORTABLE ROUTE FROM

CHICAGO TO THE EAST.

Solid Vestibule Trains Between

CHICAGO AND NEW YORK,

With Pullman Sleeping, Dining and Day Coaches.
Pullman Buffet Sleeping Cars to Boston, and
Pullman Sleeping Cars to Ashland, Ky., via Columbus, O.,

EVERY DAY OF THE YEAR.

No Change of Cars on any Class of Tickets to New York.

Trains arrive and depart from Dearborn Station, corner Polk and Dearborn Sts., Chicago.
For further information, call on or address

A. M. WARRELL,
City Pass. and Ticket Agt.,
107 Clark st., Chicago.

J. A. ROBBINS,
Ticket Agent, Dearborn Station,
Chicago.

W. C. RINEARSON,
G. P. Agent, New York.

A. M. TUCKER,
Gen'l Manager, Cleveland, O.

D. I. ROBERTS, Ass't G. P. A., Chicago.

For
New York.
Boston, Mass.
Albany, N. Y.
Elmira, N. Y.
Buffalo, N. Y.
Jamestown, N. Y.
Chautauqua Lake, N. Y.
Meadville, Pa.
Youngstown, O.
Akron, O.
Mansfield, O.
Columbus, O.
and all other points
on the
N. Y., L. E. & W. R. R.
N. Y., P. & O. R. R.

1891

. . THE

STANDARD GUIDE

—TO—

CHICAGO

FOR 1891

Is one of the most complete, creditable and beautiful Guide Books ever issued.

. . THE . .

STANDARD GUIDE

—TO—

CHICAGO

FOR 1892

Revised completely, and containing a large amount of new matter and a large number of new illustrations, will eclipse it.

1892

ALEX. M. THOMSON, Pres. CHAS. J. WINCHESTER, Vice-Pres. JAS. THOMSON, Secy. & Treas.

THOMSON & TAYLOR SPICE CO.

IMPORTERS OF

Coffees, · Spices, · Indigos, · Seeds.

MANUFACTURERS OF

ROAST AND GROUND COFFEES, SPICES, FLAVORING EXTRACTS, DRY AND LIQUID BLUING, HOPS AND SAGE.

66, 68, 70, 72 MICHIGAN AVENUE,
CORNER LAKE, CHICAGO.

AMERICA,

CHICAGO'S GREAT WEEKLY.

ESTABLISHED 1888.

SLASON THOMPSON, EDITOR.

ITS STAFF COMPRISES:

Maurice Thompson,
Hobart C. Taylor,
Moses L. Scudder, Jr.,
Chas. H. Dennis,
Fred Perry Powers,
Harry B. Smith.

CARTOONS EACH WEEK
. . . BY . . .
F. G. ATTWOOD,
FRANK P. W. BELLEW
(CHIP)
JUNIUS, CORTUNY.

. . . American Ideas for American Readers . . .

THIRTY-TWO PAGES A WEEK. **$3.00 A YEAR.**

Send 10 Cents for Specimen Copy.

180-182 MONROE ST., - - - CHICAGO.

WHO DOES YOUR

PRINTING?

WHY

SLASON THOMPSON & CO.,

PRINTERS

LITHOGRAPHERS

BLANK BOOK MAKERS.

180=182 East Monroe Street,

. . . . CHICAGO. . . .

Telephone 1320

JACKSON PARK—SITE OF THE COLUMBIAN EXPOSITION.

917.731
F 6116c

CHICAGO

THE MARVELOUS CITY OF THE WEST.

A HISTORY, AN ENCYCLOPEDIA,

AND

A GUIDE.

1891.

ILLUSTRATED.

WRITTEN AND COMPILED B.

JOHN J. FLINN.

"Not in the Arabian Nights' Entertainments, though bathed in all the glorious colorings of Oriental fancy, is there a tale which surpasses in wonder the plain, unvarnished history of Chicago."

CHICAGO:

FLINN & SHEPPARD,

95 DEARBORN ST.

Entered according to act of Congress,
September, 1890,
By JOHN J. FLINN,
In the Office of the Librarian of Congress,
at Washington, D. C.

All Rights of Translation Reserved.

THE LIBRARY
BRIGHAM YOUNG UNIVERSITY
PROVO, UTAH

DONOHUE & HENNEBERRY, PRINTERS AND BINDERS.

J. W. TAYLOR, PHOTOGRAPHER. VANDERCOOK & CO., ENGRAVERS.

TO
THE CHILDREN OF CHICAGO
IN GENERAL,
AND TO
MY OWN LITTLE CHILDREN
IN PARTICULAR,
WHO, IF THE LORD SPARES THEM UNTIL
THEY SHALL HAVE ATTAINED
THE ALLOTTED SPAN OF LIFE,
WILL SEE THIS CITY
THE GREATEST METROPOLIS ON THE GLOBE,
THIS VOLUME
IS AFFECTIONATELY DEDICATED
BY
THE COMPILER.

THIS BOOK

IS DIVIDED INTO FIVE PARTS.

PART I. CHICAGO AS IT WAS.

PART II. CHICAGO AS IT IS.

PART III. THE ENCYCLOPEDIA.

PART IV. THE WORLD'S COLUMBIAN EXPOSITION.

PART V. THE GUIDE.

MAPS AND ILLUSTRATIONS.

MAPS.

Showing the City of Chicago as It Is—Streets, Boulevards, Park System, Location of World's Columbian Exposition, Important Points, Industrial Centers, Annexed Suburbs, Outlying Territory, Etc. [Contained in "Pocket" of back cover.]

Showing Chicago Sanitary Drainage District.....Page 110

Showing Burned District of Chicago, After Great Fire of October, 1871.....Page 350

Showing Relative Position of Chicago with Regard to Other Principal Cities of the World, facing.....Page 347

ILLUSTRATIONS.

	Facing Page.
Ashland ave., Looking South on	88
Auditorium, Studebaker, Art Build'gs	201
Board of Trade Tower, View from	408
Central Music Hall, State and Rand'lph	308
Chamber of Commerce Building	180
City Hall, La Salle st., Front of	17
Cold Storage Exchange	357
Dearborn Passenger Station	193
Douglas Monument	152
Emmanuel Baptist Church, Interior	249
Epiphany, Church of the	464
Field's Wholesale House, Side View of	472
First National Bank, Interior	385
Garfield Park, View in	352
Germania Mænnerchor Club House	400
Grace Episcopal Church	160
Graceland Cemetery, View in	288
Grand Central Passenger Station	109
Grand Palace Hotel	449
Haymarket Block, West Madison st.	280
Haymarket Square	421
Herald Building	257
Home Insurance Building	329
Illinois Club, Interior	508
Jackson Park, Site of Columbian Exposition.....Frontispiece	
John M. Smyth Block, W. Madison st.	165
Kimball Hall, Wabash ave	237
Lake Front, Bird's-Eye View of	21
La Salle Statue, Lincoln Park	116
Leland Hotel	216
Libby Prison Museum	416
Lincoln Monument, Lincoln Park	96
Lincoln Park, Clark st. Entrance to	316
Lincoln Park, Indian Group in	32
Lincoln Park, Lily Beds and Schiller Monument	540
Lincoln Park, Zoological Gardens	60
Madison and Clark sts., A Scene at	28
Masonic Temple	137
McCormick Reaper Works	336
McCormick Seminary Buildings	173
Michigan Boulevard, View on	45
Midway Plaisance, Looking South	252
North Side Water Tower	321
North-Western Passenger Station	372
Police Monument	528
Post Office and Custom House	293
Prairie ave., A Bit of	429
Pullman, Boulevard in	480
Pullman Building, The	52
Pullman, Entrance to	380
Rand-McNally Building	493
"Rookery," Grand Vestibule of	80
"Rookery" and Board of Trade	37
Scene on the River	444
Sherman House Corner	124
South Chicago R. R. Station—I. C. R. R.	500
South Water st., Morning on	101
St. Joseph's Hospital	365
State st., North from Field's	517
State st., North from Madison st	393
State st., South from Adams st	485
State st., South from Palmer House	65
Tacoma Building, The	73
Thomson-Taylor Spice Co.'s Building	436
Tribune Building, The	301
Union League Club House	244
Union National Bank, Interior	144
Union Stock Yards, Entrance to	129
Union Stock Yards, Exchange B'ld'g.	224
Union Stock Yards, Pens and Sheds	457
Van Buren Street Passenger Station.	272
Washington Park, Conservatory	208
Washington Park, Drexel Fountain	188
Wellington Hotel, The	344
William Deering Harvester Works	265

ADVERTISERS IN THIS BOOK.

America, Slason Thompson & Co.
American Cutlery Co.
Andrews, A. H. & Co.
Athenæum, The Chicago.
Baltimore & Ohio Railroad.
Carpenter, George B. & Co.
Carson, Pirie & Co.
Chambers, J. B. & Co.
Chicago, Milwaukee & St. Paul Railway.
Chicago & North-Western Railway.
College of Vocal and Instrumental Art.
Colson, Charles D.
Conkey, W. B. Co.
Curran Dry Kiln Co.
Donohue & Henneberry.
Dunlap & Co.
Economist, The.
Eggleston, Mallette & Brownell.
Elder, J. C. & Co.
Erie, The Chicago and, Railroad.
First National Bank.
Fowler, E. S. & W. S.
Fuller, Chas. H., Advertising Agency.
Garrity, Miss S. E.
Goodrich Transportation Co.
Gormully & Jeffery Manufacturing Co.
Grand Palace Hotel.
Gunning, The R. J. Co.
Hair, J. A. & S. G.
Harvey Land Association.
Heath & Milligan Manufacturing Co.
Herald, The Chicago.
Huntly, Ed L. & Co.
Husche & Jurs.
Hyman, R. W. Jr. & Co.
Illinois Central Railroad,
Inter Ocean, The.
Jenkins Bros.
Journal, The Chicago Evening.
Kaestner, Chas. & Co.
Kearns & Orme.
Kimball, W. W. Co.
Klicka, Joseph.
Kurtz Bros. & Buhrer.
Lansing & McGarigle Co.
Leland Hotel, The.
Mariner & Hoskins.
Meadowcroft Bros.
Meeker Medicine Co., The.
Milwaukee Chair Co.
Nonotuck Silk Co.
National Bank of Illinois, The.
Northwestern Rubber Co.
O'Brien's Art Gallery.
Post, The Chicago Evening.
Rappleye Plating & Manufacturing Co.
Raymond Bros. Impt. Pulv. Co.
Remington Standard Typewriter.
Rice-Hinze Piano Co.
Rice & Whitacre Manufacturing Co.
Rogers, Mrs. A. F.
Sherman House, The.
Staats Zeitung, The Illinois.
Standard Guide to Chicago, The.
Stensland, Paul O. & Co.
Stone, Charles D. & Co.
Thomson & Taylor Spice Co.
Tribune, The Chicago.
Union National Bank.
Union Pacific Railway Co.
Watry, N., Optician.
Webster Manufacturing Co.
Wellington Hotel, The.
Western Smelting and Refining Works.
Wheeler & Tappan.
Wilde, James Jr. & Co.
Wilkinson, The John Co.

GENERAL INDEX.

Abendpost 368
Abstracts of titles 342
Academies—private 89-97
Academy of sciences 453
Acacia club 210
Act of Congress providing for Fair 473
Ada st. church, M. E 191
Adams Ex. building 503
Adams Ex. Co 257
Adams st. (west) res 539
Adams, J. McGregor, res 542
Adams & Westlake works 260
Administration and cost of maintenance Public Library 105
Adolph, Loeb & Co., bk 151
Advance, The 379
Aermotor Co's works 260
African M. E. churches 191
Aid Ass'n., Masonic 456
Aid Ass'n., Pioneer 178
Aid Association 159
Aid Societies 53, 165, 159 to 181
Aim of this volume 17 and 18
Ajax Forge Co 260
Aldine Square 77
Alexian Bros.' Hospital 307
Alhambra theatre 118
Alley "L" Road 202
Allen's School 90
Allen's Academy 90
Allerton's, Sam'l, res 529
Alling's, John, res 530
All Saints Church, Episcopal 190
All Saints Church, Catholic 193
Alpine, location of 382
Altenheim, location of 382
Ambulance Service 306
Ames—Minor T., res 528
Americans in Chicago 82
American College of Dental Surgery 250
American Com'l Trav 379
American Engineer 379
American Express Co 255
American Educational and American Exchange Nat'l Bk 140
American Field 379
Amer. Horse Show Ass'n 207
American Israelite 379
American Jeweler 379
American Trust & Savings Bank 151
America, publ'n office of 377
Amount expended in Public Charities 20
Amusements 118-128
Anarchy in Chicago 344
Anarchist's "Revenge Circular" 362
Anderson pub. school 101
Antioch, location of 382
Annexation of Lake View, Hyde Park, etc 48
Annexed night free schls 100
Annual fat stock show 344
Anshe Maariv cemetery 156
Apollo club 210
Arbeiter Zeitung 368
Architecture of the Masonic Temple 507
Architecture of Chicago 128
Architectural iron works 260
Area of Chicago ..... 19 and 49
Area of the lakes 116
Area of parks and public squares ..... 66 and 67
Area of public parks 20
Area of ter. annexed 48
Area of wards of Chicago 49
Arend's Drug Store 522
Argo club 210
Argyle Park P. O 86
Argyle Park—location of 382
"Aristocratic" qr. of city, 529
Arlington Heights, location of 382
"Armory" police station 499
Armour, P. D., benevolent deeds of 497
Armour, P. D., magnitude of business done by 497
Armour, P. D., method of doing business 497
Armour's, P. D., residence, 529
Armour Mission. 160 and 188
Armour Miss'n Kin'g'rten, 90
Armour Miss'n Library 330
Armour Miss'n Training School 251
Armour & Co., emp'yes of. 496
Armour & Co., offices of 496
Armour st. public school 101
Arrivals and clearances on the Great Lakes 61
Arrivals and clearances on the seaboard 61
Arrivals and clearances of vessels at Chicago, ... 60-63
Articles mfd. in Chicago 56
Art 130-135
Art Assn., Union League 135
Art collections, private 132
Art galleries, T. O'Brien's. 525
Art Institute of Chicago 130
Art Institute of Chicago art school 133
Art Institute, expenses etc 131
Art Museum 130
Art Museum building 131
Art school 134
Artists' society 134
Ashland block 521
Ashland boulevard 69
Ashland boulevard residences 538
Ashland club 210
Ashland ave. mission 188
Ass'ns, benevolent, etc 452
Astronomical department Northwn. University 241
Astronomical society 453
Asylums 89
Asylums (charitable) in Chicago 20
Asylums (State) 460
Asylum for boys (St. Joseph's) 180
Asylums (orphan) 159-181
Asylum for the insane 42
Atchison, Topeka & Santa Fe R. R. depot 381, 410
Athenæum 227
Athenæum library 330
Athletic association—the Chicago 204
Athletic clubs 203-209
Atlas Nat'l Bank 140
Atlantic hotel 318
Attractions, special, at the Exposition 481
Atwood's clothing house 520
Atwood's corner 344
Auburn Park P. O 86
Auburn Park, location of. 382
Auditorium building 135
Auditorium dimensions 135
Auditorium directory and officers 135
Auditorium enclosures 136
Auditorium entrances 136
Auditorium, history of 136
Auditorium hotel 136, 318
Auditorium investment 137
Auditorium location 137
Auditorium lobby 137
Auditorium theatre 119, 138
Auditorium tower 344
Auditorium views 137
Augustana hospital 308
Aurora 383
Austro-Hungarian cemetery 156
Austin 383
Avondale 86, 383
Awnings pulled down by Wentworth 508
Baggott, Jas., res 538
Bakeries 345
Ballard, Addson's, res 532
Ball Courts (hand) 207
B. & O. Ex. Co 257
B. & O. R. R. depot 381, 413
Banking business of Chicago 30, 139-155
Banks of Chicago, condition of 31
Bank clearings in Chicago 19

Banks (Nat.) of Chicago, capital of..... 19
Banker's club. 210
Bank failures 139
Banking institutions, Nat.139
Banking institutions, State and private 151
Bank of Montreal..... ...151
Banks, surplus and profit 19
Baptist churches..... ...188
Baptist missions.. 189
Baptist missionary training school..... 251
Baptist training school.... 90
Bar association.....452
Barber shops..... ...345
Barley, receipts and shipments.....32, 35-37
Barrington 383
Baseball clubs.....203
Baseball clubs (indoor)....209
Batavia 383
Battle of Gettysburg panorama 122, 525
Battery D—First Artillery 338
Bayer 383
Bee Hive, dry goods.... ..517
Beef (dressed), receipts and shipments.....35-37
" Beer Riot ".....357
Belden ave. Presbyterian church 192
Belden ave. Baptist chur'h.188
" Bell " Clothing House...518
Belt Line railroad. 259
Benevolent Fund (Police). 80
Benevolent Institut'n.159-181
Benevolent societies ..452
Bennett hospital 308
Bennet Medical College...250
Bensonville..... 383
Benton 383
Berry, the candy mer....523
Beseda (Bohemian reading club).....210
Bethany Church, Baptist 188
Bethany Church (Cong'al.187
Bethany Home 161
Bethesda Church, Baptist.188
Bethesda Kindergarten.. . 89
Bethlehem Chapel, Cong'al187
Bethlehem school..... ... 93
Bible Institute..... 182
Bible Society (Chicago)...182
Bicycle clubs..... 206
Biler ave. 499
Billings, C. K. G., res.....539
Binding, Print., Litho..... 59
Black Road... 345
Blacksmith shops.....345
Blaine's, Emmons, res.....542
Blind, State Inst. for.....460
"Blocks".....345
Bloom... 383
Blue Island 383
Blue Island ave. to be cabled 199
Blue Island ave. pub. sch'l,101
Blue Island ave., nature of business on..... ...534
B'nai Abraham cemetery.156
Board of Architects of the Fair..... 479
Board of Lady Managers, Fair..... 480
Board of Education Cham.,488
Board of Trade building..222
Board of Trade officers...222
Board of Trade trans.19, 31-39
Board of Trade district, ten years after the fire..499
Board of Trade (open)....226
Boarding houses.....345-484
Boat and yacht clubs.....203
Bohemians in Chicago.... 82
Bohemian Congregation of Free Thinkers 453
Bohemian M. E. church's.192
Bohemian school.... 90
Boiler and tank works....262
Bonded indebt. of city....345
Bonfield detective agency.226
Books taken from public library. 20
Books most called for in public library.....106
Books in public library, character of..... . ..105
Books bound in Chicago.. 20
Boots and shoes 345
Bootblacks.. 345
Bootbl'ks' and Newsboys' Home 175
Boston oyster house.....520
Boulevard, pub. school...101
Bound books, production of..... 20
Bowmanville church, Congregational.... 187
Bowmanville P. O..... . 86
Boxing club.....205
Boys' Asy. (St. Joseph's)..180
Boys' and girls' training schools..... 253
Boyer's, J. H., res.....528
Bradly works..... 539
Branches of pub. library. 106
Branch post-offices, location of..... .. . 83
Brainard... 384
Brainard public school....101
Brass and Copper mfrs . 57
Brega's, C. W., residence..531
Bremen 384
Brentano's books, etc....526
Brenan public school.....101
Brevoort hotel 320
Breweries of Chicago, output of.... 41
Brewing, distilling and tobacco interests..... . 56
Brick, stone, etc., mfrs.... 57
Bridewell or house of correction 49
Bridges and viaducts.... 50
Bridge at Madison st.....534
Bridge builders..... . 30
Briggs house..... 31
Brighton ch., Cong'al ... 18
Brighton public school...10
Brighton park..... 38
Brighton Park public school 10
Brink's city express.....2
Brisbane..... ... .38
British American ass'n....4
Broomcorn receipts and shipments..... .
Brown & Holland—shorthand and typewriting.. .
Browning clubs.... 2
Browning, King & Co., clothiers... 52
Brown public school.....10
Bruce detective agency...22
Brunswick-Balke billiard mf'y..... ...52
Bryant & Stratton's business college.....89, 5
Bryan block 49
Buck & Raynor's corner drug store 51
Buckinham's, John, res..5
Buda foundry and manufacturing works..... 2
Buena Park 66, 3
Buildings erected in Chicago..... .
Building permits in 1890..10
Building operations in Chicago... 10
Building of the court house and city hall.....4
Buildings (office).....1
Buildings of Chicago, character of..... 1
Buildings of the exposition 4
Bld's & Trd's exchange...2
Bullock Mfg. Co... 2
Bull's Head tavern.....3
Bunco Steerers 5
Bureau of justice.....1
Bureau of identification, police dep't 8
Burke's European hotel...3
Burlington.....3
Burlington Heights.....3
Burned dis't of the great fire 3
Burnside Crossing P.O.... 8
Burr pub. school.....10
Burr mission.....9
Burying grounds.....155-1
Business of Chicago City Railway Co.. 1
Business done by the various Chicago RRs .. 413-4
Business of North Chicago Street Railway Co. 1
Business of West Chicago Street Railway Co 1
Business view of Chicago 1
Business colleges 8

Business (wholesale) of Chicago 19
Business of Chicago, jobbing and wholesale 54
Business of Marshall Field & Co 512
Business of the post office, increase in 84
Business transacted at stock yards 35
Butter and cheese 345
Butter, cheese and egg association 226
Butter—receipts and shipments 37
Buying and selling stock at the yards 294
Cab and hack rates 483
Cable system, descrip. of .. 199
Cable car service 195-203
Cable employes, pay of ... 196
Cable system of the South Side 197
Cable line (South Side) equipment of 197
Cabling Blue Island ave .. 199
C. A. Crosby & Co's w'rks .. 261
Cahn & Strauss, bankers .. 151
Calhoun pub. school 101
California ave. church, Congregational 187
California ave. dept. Y. M. C. A 184
California Fruit Transportation Company 261
California ave. mission 188
Cal. Pioneers west, assn ... 461
California ave. pub. sch'l. 101
Calumet building, ... 496
Calumet Nat'l Bank 141
Calumet Canning Co., ... 262
Calumet club 210
Calumet district 543
Calumet electric railroad . 200
Calumet Iron & Steel Co .. 262
Calumet ave. pub. school . 101
Calumet P. O 86
Calumet ave. residences .. 530
Calumet region 345
Calvary cemetery 156, 384
Calves, receipts and shipments of 35, 36
Camp Douglas plot 345
Camp Lake 384
Camp McDonald 384
Canadian-American 379
Canadian-Amer. league ... 453
Canfield 384
Canning and preserving company (woman's) 367
Capacity drainage canal .. 111
Capital of Chi. nat. banks 19
Capital of state banks 139
Capital of national banks . 139
Capital employed in manufactures 56
Capital stock of railroads running into Chicago 411-452
Capt. Wells at massacre of Ft. Dearborn 27
Capt. Heald warned by Gen. Hull 25
Carette lines 201
Carleton club 211
Carpenters and Builders . 346
Carpenter pub. school 101
Carpenter, Geo. B 507
Carriage district 525
Carriage manufactures ... 525
Carriage rate 483
Carson, Pirie, Scott & Co., wholesale dry goods 523
Car Shops at Pullman 289
Cars used in transporting live stock 35
Cary 384
Cathedral of the Holy Name, Catholic 193
Cathedral SS. Peter and Paul, Episcopal 190
Catholic Colonizat'n Ass'n, 456
Catholic Pilot 379,
Catholic Home 379
Catholic sch'ls (priv.) 89-97
Catholic (Ro'n) churches, 193
Caton's, Judge, res 530
Cattle and Hogs slaughtered in 1890 35
Cattle Slaughtered 19
Cattle, receipts and shipments of 35, 36-37
Cattle at the yards, classification of 295
Cause of massacre of Fort Dearborn 24
Caxton building 503
Cemeteries 155-159
Cemetery of the Congregation of the North Side 156
Centennial Church, Baptist 188
Centenary Church, M. E. .. 191
Central boulevard 69
Central Bible school 90
Central col. of shorthand 89
Central church (Swing's) . 191
Central Detail station 486
Central Detail police dept. 79
Central Music Hall 122-507
Central Meeting of Friends 194
Central park P. O 86
Central park pub. school 101
Central park church, Congregational 187
Central pk. driving ass'n .. 207
Central Park Presbyterian Church 192
Central W. C. T. U. Chicago 182
Chamber's Corner (jewelry store) 520
Chamber of Commerce (Old) 360
Chamber of Commerce Building 129, 492
Champion harvester works 303
Changing the water flow .. 109
Character of buildings of Chicago 128
Character of books in pub. library 105
Charitable asylums in Chicago 19
Charitable Institutions ... 89
Charities 159-181
Charities, private and public, amounts expended in 20
Charity Kindergarten .. 90
Charity ass'n., Hebrew ... 169
Chas. Gossage & Co.—dry goods 514
Chas. Henrotin, banker 151
Chebra Gemilath Chasadim Ubikur Cholim cemet'ry 156
Chebra Kadisha Ubikur Cholim cemetery 156
Cheltenham P. O 86
Cheltenham Beach 384
Chemical Bank building .. 504
Chemical Trust & Savings Bank 151
Chemicals manufactured. 58
"Cheyenne," location of .. 499
Chicago, area of 19
Chicago Academy of Sciences 453
Chicago Astro'l society ... 543
Chicago Art school 89
Chicago Athenæum ... 89, 227
Chicago ave. ch., Moody ... 191
Chicago Athletic Ass'n 204
Chicago American Horse Exchange 223
Chicago as it is 29
Chicago as it was 21
Chicago & Alton R. R. depot 381, 422
Chicago Business College. 89
Chicago, blds. erected in .. 19
Chicago Bible Society 182
Chicago, Burlington & Quincy R. R. depot .. 381, 414
Chicago club 211
Chicago Canoe club 203
Chicago Curling club 205
Chicago Corset Company . 524
Chicago conservatory 89
Chicago College of Music 509
Chicago College of Pharmacy 89-250
Chicago College of Dental Surgery 250
Chicago Children's Hospital 162
Chicago & Calumet Stock Yards Company 285
Chicago cold storage 263
Chicago Crucible Steel Casting Company 264
Chicago City Ry. Co 197
Chicago Drop Forge & Foundry Co 264
Chicago Dramatic & Musical College 89

Chicago Daily News fresh air fund 162
Chicago Electric Club. ..211
Chicago Emergency Hospital.....308
Chicago Eagle. 379
Chicago & Eastern Illinois railroad depot.....381, 424
Chicago & Erie R. R. depot.....381-440
Chicago fire of 1871.....349
Chicago fire of 1874 351
Chicago fencing and boxing club.....205
Chicago Free Kindergarten ass'n.....164
Chicago & Grand Trunk R. R., depot.....381-424
Chicago Hotel, the. 502
Chicago historical so'ty...453
Chicago half-orphan asylum..... 94
Chicago Hussars 340
Chicago kitchen garden ass'n.....231
Chicago Lawn..... 86-384
Chicago Law Institute....453
Chicago, length and width of..... 19
Chicago life-saving station.....332
Chicago light-houses.....333
Chicago medical college..250
Chicago musical college.. 89
Chicago manual training school. 89, 229
Chicago, mayors of..... 359
Chicago Mail.....374
Chicago, Milwaukee & St. Paul R.R. depot.....381, 417
Chicago National bank... 141
Chicago nursery and half-orphan asylum..... 164
Chicago & Northern Pacific R.R. depot. 381, 425
Chicago & North-Western R.R. depot.....381, 426
Chicago orphan asyl...90, 165
Chicago opera house..... 122
Chicago oyster house 523
Chicago policlinic.....165
Chicago portage under the British flag 22
Chicago, population of.... 19
Chicago relief and aid soc.165
Chicago real estate board.223
Chicago, Rock Island & Pacific R.R. depot...381, 419
Chicago so'ty of artists....134
Chicago stock exchange..224
Chicago splice bar mill... 265
Chicago Sanitary District Map.....110
Chicago steel works 265
Chicago, St. Paul & Kansas City R. R. depot ... 381, 421
Chicago, St, Louis & Pittsburg R. R. depot 381, 444
Chicago Trust & Savings Bk..... 151
Chicago Theological seminary.. .. .. 92, 231
Chicago Woman's club....211
Chicago Yacht club.....203
Children of school age.... 20
Chinese laundries.....346
Chinese mission..... 94
Christ Church Episcopal..190
Christian churches. 187
Christian Endeavor so'ty 183
Christian organizati'ns 182, 195
Christian Science Theological Seminary. 90
Church club. . .. .212
Churches.....186-195
Churches in Chicago, number of 20
Church Societies..... 454
Ch. Home for Ag'd Pers'ns, 166
Chumesero's, J. C., res... 530
Ch. of Atone'nt, Epis.....190
Ch. of the Ascen'n, Epis...190
Ch. of Annunciation.....193
Ch. of the Assumption....,193
Ch. of the Covenant, Pres.192
Ch. of the Epiphany, Epis..190
Ch. of the Holy Angels, Catholic..... 193
Ch. of the Holy Family....193
Ch. of the Immaculate Conception, Catholic....193
Church of Our Lady of Sorrows, Catholic 193
Church of the Messiah, Unitarian..... 194
Church of the Redeemer, Congregational..... .. 187
Church of the Redeemer, Universalist 194
Church of the Sacred Heart, Catholic.....193
Church of the Transfiguration, Episcopal..... .190
Cicero and Proviso St. Railway Co.....201
Cigars and Tobacco.....346
Circuit Court (U. S.)..... . 46
Circuit Court... 490
Cities and towns tributary to Chicago 466
Cities of the U. S., pop. of.361
Cities reached by the Chicago railroads.....412 to 452
Citizens' association.... .458
Citizens' league.....458
Citizen, The, publication office of..... 378
City and environs.. 380
City Clerk's office.....63, 487
City Collector's office..63, 487
City Detective dept.....485
City Hall building.....484
City Hall employes' salaries..... 63
City improvements proposed 50
City parks..... 77
City railway service...195-203
City telegraph..... 47
Clarendon Hills.....384
Clarke public school.....101
Clark's, John M., res.. 5-9
Clark st., North, nature of business on..... 540
Classification of cattle at the yards..... 295
Class of books most called for in public library. 106
Clearances (banks) for 1890.. 30
Clearances of vessels at Chicago 60, 63
Clearances on the seaboard..... 61
Clearances on the Great Lakes 61
Clerk—probate expenses of..... ... 44
Clerk of circuit court, expenses of 44
Clerk superior court, expenses of..... 44
Clerk's office (county).... 489
Clerk's office (city) expenses of.. 44
Cleveland, Cincinnati, Chicago & St. Louis R. R. depot..... . 381, 430
Clifton..... 384
Clifton House..... 319
Climate of Chicago..... 39
Clintonville..... .... .384
Clinton street church, Congregational... 187
Clocks of the city..... 354
Closing of Foreign Mails.. 84
Clothing, Cloaks, etc., manufactured.... 60
Clubs, athletic, sporting, etc.....203-209
Clubs in Chicago..... 20
Clubs—gentlemen's and social..... 209
Club, Litteraire Francais..212
Clyde 384
Coal Exchange 226
Coal and Iron Ore sources.258
Coal, receipts and shipments 37
Coastwise, receipts and shipments.. 62
Cold storage exchange.. .263
Colehour 86, 384
Collection in Art Museum.132
Colleges..... 227
Colleges, private..... 89-97
Colleges, medical..... 250
College of Dental and Oval Surgery, Northwestern University.....242
College of Pharmacy, Northwestern University242
College of Physicians and Surgeons.....93, 250

College of Life school..... 90
College of music 509
College Place residences..530
Collegiate school, N. Side.244
Colored pop. of Chicago.. 82
Columbia National Bank 142
Columbia Steel Car Co....265
Columbia Theatre..... 123
Columbus pub. school....101
Commerce of Chicago, growth of..... .....19, 40
Commercial exchanges.. 221
Commercial hotel 319
Commercial club 212
Commercial Nat'l. Bank..142
Commissioner of Health, duties of.....485
Commission merchants...346
Committees of Fair directory 479
Comparative cost of cable and horse propulsion...199
Comptroller's office. 487
Comptroller's office, salaries. 44, 63
Compulsory education law 98
Concordia cemetery 156
Condition of Chicago Nat. banks..... 31
Condition of city treasury 51
Confidence men.....519
Congregational churches 187
Congressional action on World's Columbian Ex 473
Conley's..... 385
Conservatory of Music, (N. W. University).....241
Conservatories in the different parks..... 67, 68
Construction of building, method of.....129
Consulates..... 346
Continental Nat. Bank... 142
Continental hotel.....319
Contractors.....346
Convalescents' Home.....166
Conventions in Chicago, national, political.....360
Cook Co. Court House.... 42
Cook Co., expenses of,.... 44
Cook County Hospital.... 09
Cook Co. judiciary. 45
Cook County jail..... 43
Cook county normal school 97
Cook county property, valuation of 45
Cook county poor house.. 43
Cook county, population.. 83
Cooper pub. school 101
Corn Exchange bank 151
Corn, receipts and shipments of 35, 37
Corn, receipts and shipments of..... 33
Corned meats, receipts and shipments 37
Cortland. 385
Corner drug stores, nature of their business...516
Coroner's inquests... 42
Coroner's office 489
Coroner's office, expense of 44
Cost of art institute.....131
Cost of buildings erected in Chicago 19
Cost of cable and horse propulsion ... .199
Cost of county officers.... 44
Cost of drainage canal....111
Cost (estimated) of the Exposition buildings....481
Cost of the "Fair".....481
Cost of maintenance of public library.....105
Cost of P. O. bldg. etc.... 87
Cost of pub. schl. prop'ty. 20
Cost of water works.....115
Council chamber, City Hall.....488
Council and mayor, sal.... 65
Countess Yacht Club.....203
County agent, expenses of 44
County Attorney's office, expenses of..... 44
County board, expenses of 44
County Clerk's office..... 489
County Courts 490
County Expenses..... 44
County Hospital, Expenses of.... 44
County Insane Asylum... 42
County jail 43
County officers, cost of ... 44
County offices, receipts of. 45
County organization..... 41
County poor house..... 43
Co. Physician, expenses of 44
Co. Recorder's office... ..489
Co. Treasurer's office.. 490
Course of study in Public Manual Training Sch'l.. 98
Course of study in Northwestern University.....238
Court of claim (U. S.)..... 46
Courts of Cook county 45
Courts of Cook county....490
Court house building.....484
Court house, expenses of. 44
Court house of Cook county. 42
Covenant Ch., C'ng'g'n'l..187
Covenant Ch., Baptist.....188
Cowles', Wm. H., res 532
Cragin Ch., Congregatin'l.187
Cragin P. O 86
Crane Co.'s Works.....265
Craver, Steel & Austin's Works.. 266
Crawford P. O..... 86
Crawford pub. school....101
Crawford.... 385
Crerar Library... 330
Crete..... 385
"Crib," the.....346
"Cribs" of the wat'r wr'ks,114
Crib and break water light house.....334
Cricket Club.....206
Criminal Courts.....490
Criminal C'rt, exp'nses of. 44
Criterion Theatre..... .123
Cronin Murder..... 346
Crown Point 385
Crucible Steel Casting Co.264
Crystal Lake..... 385
Cudahy's, Michael, res....531
Cummings 86, 385
Curling Club, the Chicago.205
Curry, Charley..... 523
Cuyler. 385
Cycling clubs.....206
Cyclorama buildings.....525
Cymrodorian society.....454
Daily newspapers.....20, 367
Daily News, fresh air fund..... 162
Daily News.....368
Daily News office..... 522
Dale & Sempill's corner Drug store.....516, 520
Dalton 385
Danes in Chicago..... 82
Dania Society 454
Danish Lutheran Orphans' Home 166
Dauphin Park.....385
David Bradley M'f'g. Co....266
Davis, Geo. R., res.....539
Deaf & Dumb, school for..178
Deaf and dumb, State institution for.....460
Dearborn ave. residences.541
Dearborn club..... 212
Dearborn pub. school....101
Dearborn seminary..... 90
Deaths in city during the year 1890..... 51
Decorative art society....454
Dedication of Exposition buildings 482
Deering 385
Deering harvesting machine works..... 300
DeKalb.....385
Delivery stations of pub. library 106
Dem. State Cen'l Com....364
Dentists..... 346
Dental colleges..... 89
Dental societies.....457
Dental College, Northwestern University.....242
Depots of the various railroads..... 381, 410
Dept. of public works....487
Descript. of pub. library..104
Descript. of waterworks..114
Description of cable system..... 199
Description of route of the drainage canal..111-114
Desplaines... 385
Destruct'n of "The Sands "346

Detective agencies.... .. 226
Detective police..... 79
Detective office—the city .485
Detention hospital, expenses of..... 44
Deutscher Krieger Verein.454
Dime Savings Banks.....152
Dimensions of Auditorium.....135
Dinner clubs..... 212
Directory of the "Fair"..477
Directory and officers of Auditorium. 135
Directors of banking houses... 139-155
Disciples of Christ 194
Distance of Chicago from other cities. 347
Distilling interests.... .. 56
District Court (U. S.) ... 46
Division Headquarters and Precincts, police dep't... 79
Doane's, J. W. residence..528
Dogbladet 369
Doggett's building 527
Dolton..... 385
Donnersberger's, Jos. res.531
Donohue & Henneberry's establishment..... 503
Doolittle pub. school 101
Dore pub. school..... 101
Douglas Club..... 212
Douglas boulevard..... 69
Douglas monument square 77
Douglas Park..... 67,69
Douglas Park Club.....212
Douglas Park church,Congregational,.. 187
Douglas public school.....101
Downer's Grove... 385
Drainage com., powers of.109
Drainage and ship canal..109
Drainage canal, cost of....111
Drainage c'n'l, capacity of,111
Drainage canal, purpose of,111
Drainage district, map....110
Drainage canal, route of, 111
Drake fountain..... 347
Drake's, John B., res..... 530
Dramatic colleges..... 89
Dressed beef business of Chicago.....296
Dressed beef, receipts and shipments..... ..... 35, 37
Dressmakers 347
Drexel blv..... 76
Drexel kindergarten..... 90
Drop, Forge and foundry com any 264
Drovers National bank..143
Drovers Journal.....379
Druggists. 347
Dry Goods Reporter 379
Dry goods stores..... 347
Duncan Av. Church, Congregational.... 187
Dunlap's, Geo. L., res.497, 528
Dun's Commercial Report 55
Dunning P. O..... 86
Dyer.....386
Eagle, The Chicago... 379
Early history of Chicago.. 21
Early trading posts..... 22
Earnings of south side cable company.....197
East Grove 386
East Roseland..... ..386
Economist, The 378
Eden Musee..... 123
Edgewater.....86, 386
Edison Park..... 386
Educational institutions..227
Educational institutions, medical 250
Educational institutions, training schools 251
Eighth church, Presbyt'n.192
Eighth ward private schls. 91
Eighteenth ward private schools. 94
Elburn..... 387
Electric Age, The. 379
Electric Company (Western) works.... 305
Electric engineer.....379
Electric lights (city)..... 47
Electric lights streets.. 364
Electrical Review 379
Electric R. R., Calumet. . 200
Electric R'y, South End . 202
Electric R'y, Cicero and Proviso 201
Eleemosynary support ... 45
Elevated R'y, Randolph st. 202
Elevated R'y, South Side..202
Elevated R. R., Lake st .201
Elevators, grain 272
Elevators, storage capacity of... 34
Eleventh Ward private schools..... 92
Elgin.....387
Elgin Nat. Watch Co ..266
Elgin Watch Case Co.... 270
Ellis ave. kindergarten.... 90
Ellis Park..... 77
Ellsworth, Chicago, Zouaves.....341
Elmhurst.....387
Elsdon 387
Elsdon P. O.. 86
Emerald ave. Presbyterian church 192
Emergency hospital.....308
Emerson public school....101
Emmanuel (colored) ch., Congregational..... .187
Employes of cable lines, pay of 196
Employes of Marshall Field & Co.....513
Employes of schools, salaries of 103
Engineering department, salaries. 63
Engine houses, location of 48
Englewood 86, 387
Englewood church, Congregational.. 187
Englewood, North, ch., Congregational..... 187
Englewood Trinity ch., Congregational.. 187
Englewood Heights....86, 387
Englewood on the Hill ..387
Englewood national bank.143
English influence with natives..... 23
English in Chicago... 82
Entrances to Auditorium.136
Environs of Chicago.. .. 380
Eola 388
Episcopal churches..... 190
Episcopal (Reformed) churches..... 190
Epstean's dime museum..123
Equipment and force of fire department..... ... 47
Equipment of the Chicago railroads..... . . 411-452
Equipment of insurance patrol..... 48
Equipment of South Side cable line.... 197
Erie street church, M. E..191
Erring Woman's Refuge for reform.. 45-166
E. S. Dreyer & Co., bankers 152
Estimated expenditures for 1891 (city)..... ... 51
Estim'ed rev. for '91, (city) 51
Evacuat'n of Ft. Dearb'n, 26
Evangel'l Luth'an sch'l... 91
Evangelical Luthe'an German churches.....189
Evanston..... ..388
Evanston boat club.....203
Evanston club..... ...212
Evanston country club....213
Evanston life-sav'g st't'n..333
Evanston water works....117
Evanston zouaves.....341
Eva Sadam's school..... 90
Evening Post..... 374
Evening Mail.....374
Evening Journal.....369
Evergreen Park..... 390
Excessive precipitation at Chicago..... 40
Exchange, Stock Yards...298
Execu've Com. of the Fair,479
Executive department of public schools 97
Expend. for 1891 (estim.).. 51
Expend. of pub. sch'ls.... 98
Expense of the Bridew'll. 49
Expenses of Cook Co..... 44
Expenses of Chicago P. O. 88
Expenses of pub. libr'y..105
Explorations of La Salle and Marquette. 21
Export trade of Chicago.. 55
Exposition—The World's Columbian.....473-483

Exports by lake to Can.... 62
Exports of grain..... 33
Exposition—Inter-State ..357
Express companies.....255
Eye & Ear Infirm'ry (charitable)..... 460
Factory and tenement house inspection... ... 53
Faculty, McCormick's Theological Seminary.....236
Faculty of Theological Seminary 232
"Fair," the..... 348
"Fair" building, description of,. 348
"Fair" school 349
"Fair," the world's...473, 483
Fairbank's, N. K., res.....532
Fairview Park. 390
Famous corners.....516
Fargo's, S. M., res..... 541
Fargo's, C. H., res..... 530
Farm, Field & Stockman..379
Farm Implement News...379
Farmers Review..... .379
Farmers Trust Company..152
Farragut boat club.....203
Farragut Naval ass'n 203
Farwell residences 542
Farwell Hall.....523
Farwell (J. V.) & Co...524, 357
Fat Stock Show.. 344
Federal courts 46
Federal officers 46
Federal representation.... 46
Feeble-minded children, asylum for..... 460
Feed officers 64
Feehanville.....390
Female pop. of Chicago... 82
Female Seminary, Morgan Park..... 237
Fencing club.....205
Fernwood..... 390
Fidelity Bank building....521
Field's business methods and general policy..... 512
Field (Marshall), early life of 512
Field's early business experience.....511
Field, Leiter & Co.....510
Field's loss by the great fire..... 511
Field's maxims of business 512
Field's, Marshall, res... ..528
Field's personal appearance.....513
Field's retail store.....510
Field's social life 513
Field's wholesale house...511
Fifth ward, private schools 90
Fifteenth ward, private schools 93
Figaro, publicat'n office of 378
Financial business of Chicago 139
Financial condition of the Board of Trade.....222
Fire Alarm offices.....486
Fire alarms in 1890..... 47
Fire dep't. of Chicago..... 46
Fire dep't. headquarters 47
Fire dep't. equipment and force 47
Fire dep't., salaries..... 64
Fire insurance, 1890.....47
Fire of 1871.....349
Fire of 1874 351
Firemen's benev. soc'y... 48
Firemen's pension fund.45-48
Fire relics 351
First settler of Chicago.... 22
First fort built at Chicago 23
First ward private schools 89
First Nat. bank bldg...143,504
First brigade, general and staff 336
First regiment I. N. G....336
First church—Baptist. ...188
First ch., Congregational.187
First ch. (Christian).....187
First church (Scandinavian), Congregational...187
First M. E. church.....191
First ch., Presbyterian. 192
First society of Spiritualists..... 194
Fishing and hunting clubs..... 207
Fish, Joseph & Co.....515
Fisk monument..... 352
Fisk & Co., D. B.,.....526
Flaxseed, receipts and shipments.....35,37
Floating bath-house 349
Floating hospital.... 308
Flour and feed ass'n.....226
Flour in store in Chicago. 32
Flour, receipts and shipments 33,35,37
Floral educational soc.....457
Force and equipment of fire dep't.... 47
Force employed in post office. 83
Foreign cities, population.361
Foreign coin, value of, in U. S. money.....353
Foreign mails, closing of.. 84
Foreman Bros., bankers..152
Forest Hill 86, 390
Forest Home cemetery...156
Forest Home 390
Forestville ch., Cong'l.....187
Forest Glen P. O..... 86
Forge and bolt company...264
Forge and Iron Co., nat'l.285
Fort, built at Chicago..... 23
Fort Dearborn..... 21
Fort Dearborn, site of....353
Fort Dearborn first garrisoned.....24
Fort Dearborn, officers in command of..... 25
Fort Dearborn evacuated 26
Fort Dearborn massacre, cause of..... 24
Fort Dearborn rebuilt ... 28
Fort Dearborn Nat. bank.144
Fort Sheridan.....335-390,543
Fortnightly club of Chi..213
Forty club.....214
Forty-first Street church, Presbyterian.....192
Foundlings' Home..... 93,167
Foundries, general.... 271
Foundries, stove 291
Fountain (Drake)..... 347
Fountain (the Yerkes)....367
Fourth class mail matter.. 88
Fourth ward private schls. 90
Fourteenth ward private schools 93
Fowler Rolling Mill Co.. 271
Fowler Steel Car Co.....271
Fox Lake 390
Franklin Park 390
Franklin public school....101
Franklin MacVeagh & Co., wholesale grocers.....527
Fraser & Chalmers wks.270-539
Fraser's Donald, res .... .31
Free delivery of letters....83
Free delivery stations of public library..... 106
Free night schools, location of..... 99
Free Sons of Israel cemetery..... 157
Free Thinkers, congregation of 453
Freiberg's opera house...123
Freidberg's "fence" 500
Freie Presse 371
French in Chicago 82
French, Potter & Wilson, glass and chinaware . 527
Fresh air fund (D'ly News)162
Friendless, Home for.....172
Friends' meeting house...94
Froebel pub. school... ...101
Frog & Crossing Co., Morden..... 284
Fruit buyers' ass'n..... .225
Fruit and vegetable d'lers' ass'n. 223
Fuel dealers..... 354
Fulton st. church, M. E.,.191
Fulton st. market.....354
Furniture dealers.....354
Furnished rooms..... 354
Gage Park..... 70
Gage's, Lyman J., res.....541
Gain in population of Chicago..... 80
Gambling in Chicago.....518
Gano P. O.....86
Garfield park..... 67, 70
Garfield boulevard..... 70
Garfield public school.....101
Garibaldi Legion..... 454
Garrett Biblical Institute.240

Gas illumination.....354
Gault house.....319
Gazette's, Norman T., res.530
Geneva.....390
Gen'r'l man'g'm'nt of the Fair.....475
General offices of the various railroads. 411-452
Gentlemen's clubs.....209
Geographical cen. of Chicago.....51
George H. Thomas pub. school.....101
German Advent ch.....194
German-American Dental College.....250
German-American Miller.379
German Catholic ch'ches.194
German dept. Y. M. C. A 184
German hospital.....310
Germans in Chicago.....82
German Lutheran school. 91
German Lutheran c'm't'ry157
Germania Maennerchor.. 214
German mut'l ben't ass'n .455
German M. E. churches .192
German old people's home,169
German Pilg'm ch., Con'l..187
German Soc'ty of Chicago,455
Giles Bros. & Co., jewelers,514
Girls' and Boys' training school.....253
Girls' friendly society.....455
Girls' industrial school....255
Girls' mut'l ben'f't club...214
Girls (unemployed), home for.....171
Glencoe.....391
Glen Ellyn.....391
Glenwood.....391
Glessner's, John J.,res 528
Globe, the.. 371
Globe national bank.....145
Globe savings bank.....152
Goodall's Daily Sun.....371
Goodenow.....391
Goodrich line, steamboats471
Goodrich pub. school.... 101
Good Samaritan society. .169
Gore's hotel.....319
Gossage & Co., dry goods.514
Gossage's, reputation of ..515
Gov.exhibits World's Fair474
Grace ch., Congregational187
Graceland cemetery 157
Grace M. E. church.....191
Grace school 90
Graded schools..... 97
Graham & Morton Transportation Co.....471
Grain elevators..... 272
Grain exports... 33
Grain shipments by lake.. 61
Grain inspected 34
Grain and produce, receipts and shipments.... 35
Grain and produce business of Chicago..... 31
Grain storage capacity of warehouses 34
Grain trade of Chicago, growth of 274
Grand Crossing 86, 391
Grand Trunk Ry.....430
Grand opera house 123
Grand boulevard. 70
Grand blvd. res.....530
Grand Pacific hotel.....319
Grant club..... 214
Grant Collegiate institute 95
Grant Locomotive works 273
Grant pub. school.....102
Graphic, the 378
Grass seed, receipts and shipments..... ....35, 37
Gray's Lake.....391
Grayland..... 391
Great Fire, the..... 350
Great Western Locomotive works.....273
Greenebaum's, H. E., res..531
Greenebaum Sons, bankers152
Greenwood.....391
Gregg's..... ... .391
Griffin Wheel & F'd'ry Co..274
Griffith 391
Grossdale..... ... .391
Gross Park. 392
Grosse Point light-house..334
Groveland square res.....532
Groveland Park..... 77
Growth of Chicago, by wards..... 81
Guarantee Company of North America.....152
Guardian angel orphan asylum..... 169
Guardian angel academy. 94
Gun and fishing clubs...207
Gurnee.....392
Hack and cab rates.. .. 483
Hahnemann hospital . 310
Hahnemann Medical Col.250
Half-orphan asylum 164
Halsted st. M. E. church..191
Halsted st. opera house ..124
Halsted st., south.....533
Hamlin's, John A., res....530
Hammond..... 392
Hancock public school....102
Hand-ball courts..... .207
Hardware..... ...354
Harlem..... 394
Harrison's, Carter H., res 538
Harrison public school ...102
Harrison st. police stat'n..499
Hartington & King's Perforating Works.....274
Hartman detective ag'cy..226
Harvard club..... ..214
Harvard University club.215
Harvard school..... . 90
Harvesting Machine Co.—McCormick's. 283
Harvesting Machine w'rks of Wm. Deering & Co....300
Harvey 394
Harvey's, T. W., res.....528
Havelock P. O. 86
Haven pub. school.....102
Havlin's theatre.....124
Hawthorne 394
Hay rec'pts and shipments 37
Hayes pub. school.....102
Haymarket massacre.. ...354
Haymarket square.. 355
Haymarket theatre. 124
Haymarket bldg.....536
Headquarters and organization of fire dept..... 47
Headquarters of police dept 80, 487
Headq'rters of the World's Columbian Exposition..482
Headq'ters of the World's Exposition directory....497
Headley pub. school ... 102
Heald evacuates Ft. Dearborn 26
Health of city 51
Health dept., city hall.....485
Health dept., report of.... 51
Health dept., salaries. 64
Healy pub. school.....102
Heath & Milligan's paint house..... 521
Hebrew benevolent soc'ty cemetery.....158
Hebrew charity ass'n. . 169
Hebrew free school..... 89
Hebrew hospital 311
Hebrew school..... 91
Hegewisch..... .....86, 395
Hell Gate crossing 355
Hendricks public school..102
Herald, the.....372
Herald building.....522
Herald, the Sat'dy Eve'ng,378
Hereford free kind'gar'tn. 90
Hermosa, P. O..... . 86
Hessville..... 395
Hewitt M'f'g Co..... ..274
Hibernian banking ass'n..152
Hide & Leather nat'l bank.145
Hides, receipts and shipments..... 37
High schools..... 97
High schools, location of.101
Highland Park.... 395
Highlands... .... .395
High Ridge... .....86, 395
Higinbotham's, Henry N. residence 531
Hill's, David K., res.... . 531
Hinsdale.... 395
Hirsh, Joseph. 538
Hirsch monument.....355
History of Auditorium....136
Historical society... 453
Historical society library.330
Hoffman ave. pub school.102
Hogs and cattle slaughtered in 1890..... 35
Hogs packed..... 58

Hogs, receipts and shipments 35 36,37
Hogs (live), receipts and shipments.....35,37
Hogs slaughtered 19
Holden pub. school.....102
Hollanders in Chicago 82
Holman & Dickerson (schl) 90
Holmes', O. W., res..... .538
Holy Name school..... 95
Holy Family orphan asyl.170
Holy Family school..... 91
Home of the aged.....175
Home for aged persons...166
Home of the friendless.89, 172
Home for incurables.....170
Home of industry.....173
Home for newsboys, St. Paul's 180
Home of Providence.....175
Home for self-supporting women 171
Home for unemployed girls..... 171
Home for working women 171
Home and day school..... 90
Home Ins. bldg..... .496
Home Nat. bank..... 145
Homœopathic hospital ...308
Homœopathic med. col. .250
Homicides, number of.... 42
Hooley's theatre.....124
Horse ass'n 207
Horse exchange.....223
Horseman, the.....379
Horse market 356
Horse shoe co. works.....264
Horseshoers.....356
Horses, receipts and shipments 35, 36
Horticultural society.....455
Hospitals in Chicago 20
Hospitals, charitable.....162
Hospital district. 539
Hospital and dispensaries.306
Hospital (detention).. . . 44
Hospitals for the insane (State) 452, 460
Hospitals (State)..... ...460
Hospital for Women and Children 308
Hotels of Chicago.....318-326
Hotels, list of..... 323-326
Hotels on Michigan ave...359
Hotel Brevoort.....320
Hotel Drexel..... 321
Hotel Grace ..... .321
Hotel Wellington 321
Hotel Woodruff..... 321
Hotels & boarding houses.484
Hotel reporter (Nat'l)....374
House of Correction, or Bridewell..... 49
House of Correction, expenses of. 44
House of the Good Shepherd 46, 175
Hoyt's, Wm. M., res.....541
Hub clothing house.....518
Humane Society of Illinois.... .....46, 455
Humane soc'y, exp. of.... 44
Humboldt blvd 71
Humboldt park.....67, 71
Humboldt park ch., Bap..188
Humboldt park ch., Congregational.....187
Humboldt pub. school. .102
Hungarians in Chicago... 82
Hungarian cemetery.....156
Hunting—Fishing—Gun clubs..... ... 207
Huron st. pub. school. ...102
Husche & Jurs.....274
Hutchinson, Chas. L..... 494
Hyde park center.....396
Hyde park hotel..... 321
Hyde park lyceum..... 3.0
Hyde pk. suburban club..215
Hyde park water works. .117
Ice companies, business of 356
Ice consumption.....356
Ideal club.....215
Illinois asylum for feebleminded children..... ..460
Illinois Catholic Colonization ass'n.....456
Illinois Central Hospital for the Insane.....460
Illinois Cen.R.R. depot 381,431
Illinois Cen. sub. service..196
Illinois charitable eye and ear infirmary.....460
Illinois Col. of Phar....89,250
Illinois club..... 215
Illinois East. Hos. for Ins.460
Illinois Humane society46,455
Illinois Institution for the education of the deaf and dumb..... 460
Illinois Institution for the education of the blind...460
Illinois internal revenue, payments.....357
Illinois Malleable Iron Co. works..... 274
Illinois military academy..232
Illinois musical college... 89
Illinois national guard... 336
Illinois northern hospital for the insane. 460
Illinois penitentiaries.....460
Illinois, population of..... 83
Illinois school of agriculture. 253
Illinois soldiers' orphans' home..... 460
Illinois soldiers'and sailors' home..... 460
Illinois southern hospital for the insane... 460
Illinois State board of agriculture 456
Illinois Staats Zeitung ...372
Illinois Steel Co.....275
Illinois Tract society lib..330
Illinois Training schl..93-250
Illinois Training school for nurses.....252
Illinois Trust and Savings bank..... 153
Illustrated American.....379
Immaculate Conception school..... 91
Immanuel church Presbyterian... 192
Importance of Board of Trade transaction..... 31
Import trade of Chicago.. 55
Imp. prop. in Cook co..... 45
Improved town and city lots in Cook county. ... 45
Improvement of the West Side parks..... 78
Income of Chicago P. O... 88
Increase of bus. in P. O... 84
Increase in population.... 81
Increase in trade of Chicago..... 40
Increase of traffic on street car lines.....196
Incurables, home for... .170
Indebtedness of city.....345
Independent, the.....379
Independent churches....191
Indiana club..... 215
Indians under Tecumseh against Fort Dearborn.. 25
Indoor base ball clubs....209
Industrial American.. ...379
Industrial home for girls, (Servite sisters).....179
Industrial World.....379
Industries of Chicago....257
Inebriate asylums. 326
Infirmaries (state).... . . 460
Inland Architect.....378
Inquests of coroner..... 42
Insane asylum..... 42
Insane asylum, exp'n's of.. 44
Ins'ne, hos't'ls for the..452,460
Inspectors' dept. P. O..... 85
Inspection of factory and tenement house..... 53
Inspection of grain..... 34
Institute of bldg. arts.....226
Institutions, medical.....250
Insurance exchange bldg.498
Insurance patrol, purpose of, equipment, etc.....47-48
International bank.....153
Internat'l det've agency..226
International money order system, post office..... 85
Internal revenue receipts. 41
Internal revenue payments 357
Interior, the. 379
Inter-Ocean, the.....373
Inter-Ocean building 504
Inter-State exposition....357
Irish-American club.....215
Irish in Chicago..... 82
Iron interests of Chicago..258

Iron ore and coal sources,258
Iron and steel center of the city.. 539
Iron and steel manufacturers..... 58
Iron and steel market... . 56
Iron and wood manufacturers 57
Iroquois club..... 216
Irving Park..... . 86, 397
Irving Park club.....215
Irving Park church, Bapt.188
Irving public school.....102
Italians in Chicago..... . 82
Italian society.....459
Itaska 397
Jackson blvd..... 72
Jackson hall..... .491
Jackson park 66,71
Jackson st. (west) res.. ...539
Jacob's Academy.....125
Jacob's Clark st. theatre..125
Jacob Litt's Standard theatre.....125
Jail of Cook county..... 43
Jail expenses..... .. 44
James Wilde Jr. & Co., clothing house. 516
James H. Walker & Co., dry goods.....526
Jefferson park church, Congregational..... ...188
Jefferson Park.. 77-397
Jefferson P. O..... 86
Jefferson public school...102
Jewelers.....357
Jewish synagogues.....191
Jewish training school.90,253
Jobbing and wholesale business of Chicago 54
Johannes Church, Congregational 188
John A. Logan club.....216
John Crerar library.....330
John H. Bass, car wheel works.....280
Joliet..... 397
Joliet Works (Illinois Steel Company)..... 279
Jones public school.....102
Jones', J. Russell, res.....532
Josephinum, the..... 232
Joseph Klicka works.. 280
Journal(Evening), history of 369
Judd P. O..... 86
Judiciary of Cook co 45
J. V. Farwell Co..... 357
Kearns & Orme works. .280
Kearsarge bldg..... 502
Keeley's, Dr., institution..327
Keith & Co., millinery....526
Keith's, Elbridge, res... 529
Keith's, O. R., res ... .528
Keith pub. school..... 102
Kenosha, Wis.....398
Kensington.....398
Kensington P. O..... . .. 86
Kent's, Sidney A., res. 494, 531
Kenwood 398
Kenwood club.....216
Kenwood institute..... 96
Kenwood inst'e for young ladies 233
Ketcham's, F. D., res.....538
Ketcham's, W. P., res....538
Kimball hall.....525
Kimball shorthand school 89
Kimball's, W. W., res.. ... 532
Kimbark's, S. D., res.....532
Kindergartens..... 89
Kindergarten ass'n (free) 164
Kindergarten (Margaret Etter Creche).....175
King pub. school. 102
Kinzie pub. school.....102
Kirk's, James A., res.....541
Kirk's soap factories.. ..527
Kitchen Garden ass'n 231
Kohl & Middleton's South Side museum.....126
Kohl & Middleton's West side museum..... 126
Koscuisko pub. school....102
Kurz Bros. & Buhrer....281
Lacton 399
Lady managers of the Fair475
Lafayette club..... ...216
Laflin's, Wm., res..... .. 538
La Fox.....399
Lager beer riot 357
LaGrange..... ...399
Lake..... 399
Lake Bluff..... 399
Lake Forest.....400
Lake Forest University...233
Lake M. & Lake S. Trans. Co..... 472
Lake Park..... 77
Lake shipments of grain. 61
Lake shore drive.... 72
Lake shore drive, res 542
Lake Shore & Michigan S'th'rn R. R. depot..381, 434
Lakes and rivers in city limits..... 52
Lake and river frontage . 52
Lakeside.... 400
Lakeside club..... 216
Lakeside Nail Co. 281
Lake st. before the fire...357
Lake st. elevated R. R... 201
Lake st., nature of business on 505
Lake transportation.....471
Lake View, points of interest in 542
Lake View ch., Baptist....188
Lake View church, Congregational 188
Lake View water works..117
Lake Villa..... 400
Langland pub. school.....102
Lansing & McGarigle restaurant..... 520
Lard, receipts and shipments..... 35,37
LaSalle ave. residences...542
LaSalle club. 217
LaSalle pub. school.....102
Laundries ... .358
La Vergne 399
Law department, salaries. 64
Law Institute (Chicago)..453
Law library.....490
Lawndale pub. school....102
Law's, Robt. A., res.....528
Lawson's, Victor F., res..542
Law school, Northwestern University. 243
Lawyers.....358
Leading churches, location of..... 186-195
Leather manufacturers... 59
Leavitt street church, Congregational.....188
Legal Advisor.....379
Legal News 379
Leiter building.....518
Leland Hotel ..... .321
Leland's, Warren F., res.. 32
Le Mai, an early settler ... 22
Lemont..... 400
Lemont stone quarries....281
Length and width of Chicago 19
Length and width of the city..... 52
Length of street railways.195
Lewis', D. R., res..... ..531
Lewis' Institute..... ..234
Liabilities of banking houses..... 139-155
Liabilities of nat. banks of Chicago..... 31
Libby Prison Museum... 126
Libertyville 400
Libraries..... ... 329, 333
Library, McCormick Theological Seminary 236
Library, the public.... ...488
Life-saving stations.....332
Light-houses.....333
Light, pub. office of. 378
Lincoln Nat. bank 146
Lincoln park. 67, 73
Lincoln Park church, Congregational..... 188
Lincoln Park palm house 74
Lincoln Park yacht club..203
Lincoln st. M. E. church 191
Lincoln st. pub. school. ..102
Linden Park 400
Linden Park P. O 86
Lines op'ted by the various Chicago railroads ..413-452
Link-Belt Machine Co... 282
Lisle..... 400
Listy (Bohemian) 374
Literary organizations in Chicago.... 20
Lithographing, etc..... 59
"Little Hell" ... .358
Litt's Standard theatre....125

Live Stock commission...358
Live Stock exchange.....226
Live st'ck handl'd,value of 19
Live stock Insurance Co., mutual.....226
Live Stock Journal.....379
Live stock transactions at Union Stock Yards ... 37
Live stock trans. by various roads to Chicago..37,38
Live stock at the yards,how received 293
Livery stables.....358
Living church, the.....379
Lobby of the Auditorium.137
Local directory of "Fair".475
Location the Auditorium..137
Location of Chicago 29
Location of ex. offices.....257
Location of first fort..... 23
Location leading chs...186-195
Location of massacre of Fort Dearborn..... 27
Location of stations, fire department..... ... 48
Lockport 400
Locomotive works..... 273
Lodging houses, cheap. ..501
Logan pub. school 102
Lombard..... 401
Longfellow club..... 217
Longfellow pub. school ..102
Loomis' residences.....539
Loring's school..... 90
Losses from fire, 1890..... 46
Lotus social club.....217
Louisville, New Albany & Chicago R.R. depot.381, 436
Lumber dealers ass'n..... 226
Lumber district 282, 539
Lumbermen's ass'n.....225
Lumber, receipts and shipments..... 37
Lumber trade of Chicago. 41
Lutheran Evangelical churches..... ...189
Lutheran Trinity Congregational school.... 91
Lyceum theatre..... ..126
Lyman's school of elecution..... 89
Mackin's, Judge, res.... 531
MacVeagh & Co. (Franklin)..... ...527
MacVeagh's, Franklin,res.542
Madam Kuntz's school.... 90
Madison and Clark st. cor.518
Madison hall.....536
Madison Park 401
Madison st., extent of.... 535
Madison st. bridge. 534
Madison st. cable line.... 199
Madison st. theatre.....126
Mails (foreign), closing of. 84
Mail, the..... 374
Mail matter delivered and dispatched..... 88
Mail matt'r of fourth class. 88
Mail matter of the second class..... 87
Mail matter of third class. 88
Mail train service.... 85
Major block.....494
Male pop. of Chicago..... 82
Malleable Iron Works.....274
Management (General) of the Fair.....475
Mandell P. O..... 86
Mandel Brothers' store...515
Mandel's, Emanuel, res...531
Mandel's, Simon, res..... 531
Manhattan.....401
Manhattan bldg.....502
Manierre pub. school.....102
Manner of handling grain at elevators.....273
Manual training schools..253
Manual training school .229
Manual training in the pub. schools..... 98
Manual training school, course of study in... ... 98
Manufactures of Chicago. 56
Manufactured products of Chicago..... 19
Map department—salar's. 64
Maple Park..... 401
Maplewood..... ..401
Maplewood P. O..... 86
Maplewood pub. school...102
Map of sanitary district...110
Margaret Etter Creche, kindergaten.....175
Marine building..... 491
Marine hospital.. ... .316
Marine ins. of Chicago....259
Maritime ins. in Chicago60,63
Market, Fulton st..... 354
Market, the horse.....356
Market st. mission.....191
Market squares..... 358
Marley 401
Marquette pub. school....102
Marriage licenses issued... 52
Marr's shorthand school... 89
Marshall Field & Co., dry-goods, retail store.....,510
Marshall Field, career.....510
Marshall Field's emps.....513
Marshall Field & Co., lo. of514
Marshall Field's success...510
Marshall Field & Co's wholesale house.....511
Martha Washington h'me.327
Masonic aid ass'n..... 456
Masonic Orphans' home..175
Masonic temple, construction of.....506
Masonic temple, magnitude of.....505
Masonic temple, promoters of the building of...506
Massacre of Fort Dearborn, cause of 24
Massacre of Fort Dearborn, location of..... 27
Matrons of police st'ns ... 80
Maurice Porter Memorial Free Hospital.....311
Matteson 401
Mayer's, David residence.531
Mayfair P. O..... 86
Maynard..... 401
Mayors of Chicago..... ..359
Mayor and council, sal.... 65
Mayor's office.....487
Maywood..... 401
McAllister public school..102
M. C. Bullock Mfg. Co. works..... 282
McBirney's, J. L., res.....528
McCaffrey.....401
McClellan public school...102
McClurg's, A. C., bookstore. 526
McClurg's, A. C., res.....542
McCormick block..... 504
McCormick Harvesting Machine company. .. . 283
McCormick's, Mrs. Cyrus H., residence 541
McCormick reaper wks 283,534
McCormick Theological seminary..... 234
McCormick Theological seminary..... 94
McCoy's European hotel...322
McGrath's, J. J., res.....541
McNeil's, Malcolm, res....542
McVicker's, J. H., res. 532
McVicker's theatre.....126
Meadowcroft's, R., res.....541
Meadowcroft Bros., bankers..... 153
Meaning of "Chicago"... 22
Mean temp. of Chicago for 1890..... 39
Meat markets..... 359
Meats (cured), receipts and shipments... ... .35,37
Medical col'ge Northwestern university..... 241
Medical institutions.....250
Medical Societies, list of..457
Melrose.....401
Membership Y. M. C. A....185
Membership of Board of Trade 31
Memorial church, Baptist.188
Mercantile building.. ... 493
Merchant's Loan & Trust Company 154
Merchant's Nat'l bk...491,146
Mercy hospital..... 311
Method of construction of buildings..... 129
Methodist church block..521
Meth. Episcopal church...191
Metropolitan business college 89
Metropolitan Nat'l bank..147
Michael Reese hospital...312
Michigan ave.....359
Michigan ave. blvd. 72

Michigan blvd. residences 531
Michigan Central R. R.381,436
Microscopical society.....459
Midway plaisance..... 74
Midwives 359
Mileage of streets..... 52
Military academy(Illinois)232
Military outposts near Chicago..... 23
Military division of the Missouri 334
Military headquarters.....334
Military officers in Chic'go 334
Military societies..... 341
Milk depots..... 359
Milk exchange 226
Milk supply of Chicago...359
Millers 401
Millinery shops 359
Millard ave. church, Congregational.... 188
Milwaukee ave. cable line 200
Milwaukee ave., kind of people found on.....510
Milwaukee ave. reading room..... 106
Milwaukee works (Illinois Steel Co)..... 278
Mining stock exchange...223
Ministers and preachers (popular)..... 187
Minneola club.....217
Minnette club..... 217
Municipal government.... 63
Miscellaneous churches ..194
Missions 89, 188
Mission (Armour).....160
Missions, Baptist 189
Missions, Episcopal.... ...190
Missions, Presbyterian... 193
Mission (waifs').....181
Missionary, Episcopal .. .190
Miss Martin's (school)..... 90
Miss Nash's school..... .. 90
Miss White's school..... . 90
Mokena 401
Monadnock building.....502
Monee ... .401
Money of foreign countries, value of in U. S. money .. .. .353
Money order system of post office..... 85
Money order transaction Chicago post office 88
Monon building.. 502
Monroe st. (west) res.....539
Mont Clare 401
Mont Clare P. O 86
Montefiore pub. school ...102
Montrose. 401
Monuments of Chicago. .360
Monument, the Fisk.....352
Monument, the Hirsch....355
Mooney & Boland detective agency. 226
Morden Frog & Crossing Company..... 284
Moreland..... 402
Moreland post office..... 86
Morgan Park.....402
Morgan Park female seminary..... .... .237
Morgan Park theological seminary..... 237
Morgue, situation of, etc., 53
Morning News..... 569
Morton Park.....402
Moseley public school.....102
Moses Montefiore cem't'y.158
Motley pub. school.....102
Mt. Carmel academy..... 95
Mt. Forest..... 403
Mt. Greenwood..... 403
Mt. Greenwood cem't'ry..158
Mt. Hope cemetery.....158
Mt. Olive cemetery.... . .158
Mt. Olivet cemetery.....158
Mt. Prospect.....403
Mrs. Rice's school..... 94
Mrs. Ross (school)..... 90
Mulligan pub. school.....102
Munson's short-hand sch'l 89
Museums.....123, 126
Museum of art.....130
Musical colleges..... .. 89
Music halls... 118-128
Music teachers..... 360
Naperville.....403
Nardi Italian mission..... 89
National banks.....139, 151
National bank of America 147, 492
Nat. banks, capital of .. .139
Nat. banks, condition of...31
Nat. bank of Illinois.....147
Nationalists' club.....217
National commission of the "Fair"..... ...475
National Forge & Iron Co.285
Nat. Hotel Reporter. 374
Nat. live stock bank.....148
Nat. pol. con. in Chicago. .360
Nationalities represented in Chicago 81
Nat. Temperance hos.... .313
Nat. W. C. T. U., headquarters..... 183
Nativity school..... 91
Natural gas supply..... 53
New armory, First Reg., I. N. G. 327
Newberry library.... 331
Newberry pub. school....102
New buildings erected in 1890..... 107
New church temple, Swedenborgian..... 194
New England church, Congregational..... ...188
New Lenox 403
New library bldg 106
New school bldgs.....102
New stock yards.....285
New tunnel.....200
New water tunnel.....116
New Windsor theatre....127
New York Cen'l.& Hudson River R. R.....439
New York, Lake Erie & Western R.R... 440
News, Daily.....368
Newsboys' and bootblacks' home..... 175
Newsboys' club.....217
Newsboys' home..... 89
Newsb'ys' home,St. Paul's.180
Newspapers. 367
Night free sch'ls, loc'n of, 99
Ninet'nth w'rd priv. sch'ls. 94
Ninth ward private sch'ls. 91
Normal Park..... 403
Normal sch'l of Cook co... 97
Northern Pacific Ex. Co..257
Northern Pacific R.R.. ...441
Northern Trust Co..... 154
North Chicago st. R'y Co.. 198
North Chicago Works (Ill. Steel Co.)... 276
North Evanston..... .. 403
North Div. bldg. permits..109
North Div. high school...101
North Division night free schools.. 99
North Div., population of. 82
North Div. sch'ls (priv.).. 97
North Pacific Ass'n..... .462
North pk. commissioners. 66
North Shore club 217
North Side collegiate school..... 244
North Side parks..... 67
North and South Side viaduct..... 75
Northwestern college of dental surgery... 89,250
Northwestern dental university..... 90
Northwest Division high school 101
Northwn. Lumberman...379
Northwn. Nat'l bank.....148
Northwestern oratorical league 237
Northwestern university.238
Norton Bros works.....286
Norwegian churches.....189
Norwegian M.E.churches.192
Norwood... 403
Notaries public.....360
Notre Dame school.. ... 92
No. car loads live stock furnished Chicago..... 37
Number of churches in Chicago 20
No. of d. newspapers..... 20
Number of officers and men in police dept 79
Number of suicides..... 42
No. of vol. in pub. library. 20
No. of w'kly newspapers.. 20
Nursery and half-orphan asylum.....164
Nurses..... 360

Nurses training sch'l.....252
Oak G en.....403
Oakland.....403
Oakland club.....217
Oakland M. E. ch.....119
Oakland Nat'l bk.....148
Oak Lawn.....403
Oakley pub. school.....102
Oak Park.....403
Oaks club, of Austin.....217
Oak Woods.....404
Oakwood blvd.....75
Oakwoods cemetery.....158
Oats, receipts and shipments.....35, 37
Odd Fellows' orp'n's h'me.177
Odell's, J. J. P., res.....541
Office bldgs.....129
Officers of the S. Side Cable Co.....198
Officers and directory of Auditorium.....135
Officers of art museum.....130
Officers of bkg. houses 139,155
Officers of Board of Trade222
Officers of fire dept.....47
Officers first regt. I. N. G..337
Officers in command of Ft. Dearborn.....25
Officers stationed at Fort Sheridan.....335
Officers of ins. patrol.....48
Officers of police dept.....78
Officers of the post office...85
Officers of the various railroads.....412,452
Officers real estate board..224
Officers 2d regt., I. N G...339
Officers N. Chicago st. railway Co.....198
Officers W. Chicago st. railway Co.....200
Officers (general) of the various railroads....411,452
Ogden boat club.....203
Ogden boulevard.....75
Ogden dam, location of....112
Ogden public school.....102
Ogden residence.....361
Ogden-Wentworth ditch, location of.....111
Ohavey Sholom cem.....158
Ohavey Emunah cem.....158
Ohio society of Chicago...462
Old Chamber of Commerce.....360
Old Peoples' home.....177
Old Peoples' home (German).....169
Old university.....361
Oleomargarine Mfg.....287
Open Board of Trade.....226
Opening ceremonies of the Auditorium.....119
Opera houses.....118-128
Opera House block.....520
Oratorical League, northwestern.....237
Orchard place.....404
Orchestral Union (Chicago).....454
Organization of banking houses.....139-155
Organization of fire department.....47
Origin of name "Chicago" 21
Orland.....404
Ornithological club.....458
Orphan asylums.....159-181
Orphan asylum, Chicago..165
Orphan asylum (Guardian Angel).....169
Orphan (half) asylum.....164
Orphan asylum (Holy Family).....170
Orphan asylum (St. Joseph's).....180
Orphan asylum (St. Joseph's Providence).....180
Orphan asylum (Ulich Evangelical Lutheran)..180
Orphans' home, Danish Lutheran.....166
Orphan's home, Masonic. 175
Orphans' home (Odd Fellows').....177
Orphans' home, soldiers'460
Otis building.....493
Outlying Chicago.....379
Outlying Chicago post offices.....86
Output of Chicago breweries.....41
Owings building.....502
Pacific avenue.....500
Pacific ch., Congregat'l. 188
Pacific Express Company.257
Pacific garden mission....89
Pacific mission.....500
Pacific post office.....86
Packing business in gen'l. 59
Packing companies at stock yards.....297
Painters.....361
Palace hotel.....540
Palatine.....404
Palmer house.....322
Palmer house, rebuilding of the.....509
Palmer, Potter.....508
Palmer's, Potter, res.....542
Palmer, Potter, popular estimation of.....509
Panoramas.....122
Pardridge's, C. W., res.....531
Paris Gaities.....127
Parks, area of.....20
Park club of Hyde Park..218
Park Manor P. O.....86
Park Ridge.....404
Park Side.....404
Parkside P. O.....86
Park system of Chicago....66
Park theatre.....127
Parmelee's omnibus line..483
Parochial schools.....89-97
Passenger departments of the various railroads 411-452
Patrol wagon system (police).....80
Patronage of the public library.....105
Paul Stensland & Co., bankers.....154
Pawn shops and "fences" 500
Pay of cable employes.....196
Peacock's (jewelers).....514
Pearson public school.....102
Peck's, Ferd W., res.....531
Penitentiary, Ill., southern.....461
Penitentiary, Ill. State....460
Pennsylvania lines of railroad.....444
Pension fund (firemen's) 45
Pension fund (firemen's). 48
Pension fund (police).....46
People's church (Thomas) 191
People's theatre.....127
Perforating works.....274
Periodical newspapers....367
Periodical publications, number of.....20
Perpetual Help school....91
Perrin's shorthand school. 89
Personal property, valuation in Cook county.....45
Peter Schuttler wagon works.....287
Peterson & Bey, bankers..154
Pettibone-Mulliken & Co. works.....287
Pharmacy schools.....89
Philosophical society of Chicago.....457
Phœnix club.....218
Photograph galleries.....361
Physical culture in the public schools.....100-101
Physicians and surgeons..361
Piano m'f'g.....305
Pickard pub. school.....102
Pine.....404
Pinkerton's Nat'l detective agency.....227
Pinkerton's pr't'ctive patrol.....227
Pioneer aid and support ass'n.....178
Pitkin & Brooks, fine crockery.....505
Pittsburgh, Ft. Wayne & Chicago R. R. depot.38, 444
Platt Deutsch Verein....458
Play houses.....118-128
Plymouth ch., Cong'nal...188
Plymouth kindergarten..91
Point De Sable—first settler of Chicago.....22
Points reached by the Chicago railroads.....412-452
Police benevolent fund...80
Police court, salaries.....64
Police dept. of Chicago...78

Police dept., salaries..... 65
Police headquarters.....487
Police monument.....354
Police patrol wag'n system 80
Police pension fund..... 46
Police station matrons... 80
Police stations, number and location of..... 79
Policlinic (Chicago)...165, 250
Polish Catholic churches..194
Polish population of Chicago 82
Political (national) conventions in Chicago.....360
Polk st. public school. 102
Poor house of Cook co. .. 43
Poor house, expenses of.. 44
Popular ministers and preachers..... 187
Population of Chicago..19, 29
Population of Cook co ... 83
Population by divisions... 82
Population of Illinois.. ... 83
Population statistics..... 80
Population of Amer.cities361
Population of the cities of the world 361
Pork, receipts and shipments 35, 37
Portland block.....504
Post, the 374
Postal notes.. 87
Postal railway service . . 85
Postal rates.... 87
Post building..... 522
Post mortem examination 42
Post office bldg 86, 503
Post office,expenses of.... 88
Post office of Chicago..... 83
Post office, inspectors dept.85
Post office, increase of business..... 84
Post office money order system, International... 85
Post office money order system, Domestic..... 88
P. O. officials..... 85
P. O., outlying.... 86
P. O. recpts. and rev. of.. 88
P. O. sal. of officials..... 88
Potter Palmer's generosity 509
Potter Palmer's part in development of the city.509
Poverty in Chicago..... 53
Power-houses of West Side cable 199-200
Prairie ave. residences....528
Prairie State Nat'l. bk . 148
Prairie State Saving and Trust company.....154
Prairie View. 404
Preachers and ministers (popular) 187
Preparatory school at the N. W. University 240
Presbyterian churches....192
Presbyterian hospital.....313
Presbyterian missions. ...193
Press club of Chicago....218
Presto, the, office of 378
Principal officers of the railroads in Chicago.412-452
Principals of schools, salaries of 103
Print., bidg., lithograph....59
Print. business, locat'n of 503
Private art collections ...132
Private banks.....151
Private schools.....89-97
Private schools in Chicago 20
Probate court..... 490
Proclamation of the Fair by the President 476
Produce business of Chicago..... 31
Produce business of South Water st 505
Produce exchange..... .226
Produce, rec'pts and shipments of..... 35
Produce, rec'pts and ship m'nts for past two years. 37
Production of bou'd b'ks. 20
Profit of banks..... 19
Prohib'n, State cen. com. 364
Promoters of the Masonic temple 506
Proposed city improv'nts. 50
Prop'ty of the pub. sch'ls.101
Prospect Park.....404
Provision storage warehouses, list of..... 38
Public art museum.....131
Publications (periodical) number of... 20
Public clocks.....354
Public library branch reading rooms... 106
Public library, character of books in. 105
Public library, class of books most called for...106
Public library, city hall 488
Public library, cost of maintenance, etc. 105
Public library, general description of..... .104
Public library, free delivery stations 106
Public library, new building.....,... 106
Pub. library, patronage ..105
Public school buildings . .101
Pub.schools of Chicago 97,104
Public school dept. city hall 488
Public school employes, salaries of 103
Public schools, manual training in..... 98
Public schools, physical culture in... 100-101
Public school property .. 20
Public schools, prop'rty of 101
Public schools, revenue of 102
Public school receipts and expenditures..... 98
Public Service supt., expenses of..... 44
Public works, dept. of....487
Public works dept. salaries 65
Publishers..... 361
Pullman.....404
Pullman car works.....288
Pullman building. 130
Pullman, description of..288
Pullman's, Geo. M., res.. 528
Pullman Ir'n and Steel Co. 289
Pullman's military band 351
Pullman Palace Car Co...289
Pullman P. O... 86
Pullman public library ...332
Pumping engines of water works..... 114
Pupils attending public schools..... 20
Pupils in priv'te schools, 82, 89
Pupils in public schools... 82
Putnam clothing house...520
Railroad chapel kindergarten 89
Railroad interests of Chicago..... 259
Railroad live stock trans. 37
Railroad (steam) service..196
Railroad transportation 259
Railroads, valuation of in Cook county 45
Railroads and where they lead to..... 410
Railroad Age 379
Railway Brotherhood hospital 313
Railway lines and depots..... .....380, 410
Railway mail service, office of..... 87
Railway postal service.... 85
Railway post offices. 87
Rainfall at Chicago..... 40
Randolph st. elevated ry...202
Rand-McNally building...497
Rates at hotels and boarding houses 484
Rates of postage..... 87
Ravenswood 404
Ravenswood ch., Cong... 188
Ravenswood post office.... 86
Ravenswood pub. library.3 2
Ravinia..... 405
Raymond mission.. 91
Raymond pub. school.....102
Reading rooms, branches of public library.....103
Reading room, Milwaukee ave..... 106
Real estate.....361
Real estate board 223
Real Estate Journal.....379
Real estate of the public schools.....101
Real estate titles, abstracts of. 342

Real estate transactions in Chicago 106
Real estate valuation in Cook county 45
Ream's, Norman B., res... 528
Reaper block 521
Receipts of county officers 45
Receipts of public schools 98
Receipts and revenues of the Chicago post office .. 88
Receipts and shipments of barley 32
Receipts and shipments of cattle, calves, hogs, etc. 35-36
Receipts and shipments on the coast 62
Receipts and shipments of corn 33
Receipts and shipments of flour 33
Receipts and shipments of grain and produce 3
Receipts and shipments of produce for past 2 yrs... 37
Receipts and shipments of rye for past 20 yrs 38
Recorder's office 489
Recorder's office, exp's of. 44
Redesdale 405
Reform school (state) 461
Reform societies 458
Refuge for erring w'm'n .. 166
Registry dept. P. O. 88
Reid, Murdoch & Co., groceries 505
Relics of the Chicago fire. 351
Relic house of the Chicago fire 352
Relief societies. 159-181
Relief and aid societies 53
Relief and aid society 165
Religious societies 182-195
Report of health dept ... 51
Reporters' room at police headquarters 486
Republic Life bldg 494
Republican state central committee 363
Reserve fund of Chicago bank compared with others 31
Residences on Ashland blvd 538
Resid'nc's on Calumet ave. 530
Residences on Dearborn ave 541
Residences on Drexel blvd. 532
Residences on Grand blvd. 530
Residences on the Lake Shore drive 542
Residences on La Salle av. 542
Residences on Michigan boulevard 531
Residences on Prairie ave. 528
Residences on Rush st 541
Residences on Washington boulevard 538
Residences on W. Adams, Monroe and Jackson sts. 539
Resources of banking houses 139-155
Resources of Chicago state banks 155
Resources of national banks of Chicago 31
Restaurants 362
Retail ave. of the city ... 505
Retail houses on State st.. 509
Revenge circular, anarchists 362
Revell's furniture house.. 522
Revenue estimated for 1891 (city) 51
Revenue (internal) payments 357
Revenue of pub. schools.. 102
Revenue receipts internal. 41
Rhodes 405
R. H. Spaid's kindergarten 90
Rialto building 130
Richards & Kelly Mfg. Co. 290
Richelieu hotel 322
Richton 405
Ridgeland 405
Ridgeway orinthological club 458
Riot of 1877 ..... 362, 533
Riot, the Haymarket 354
Riot, the lager beer 357
Riverdale 405
Riverdale P. O. 86
River Forest 405
Rivers and lakes in city limits 52
River and lake frontage.. 52
River Park 405
Riverside 405
Rockefeller 406
Rogers pub. school 102
Rogues' gallery (police dept) 80
Roman Catholic chs 193
Romeo 406
Roofers' exchange 226
Rookery building . 129, 498
"Rookery" the 362
Root & Sons, music store.. 526
Rose Hill cemetery 158
Rosehill church, Cong 188
Roseland post office 86
Route of the ship canal. 111
Royal insurance bldg 499
R. Ried's school 90
Runnels', John S., res 541
Rush medical college 250
Rush st. residences 541
Russians in Chicago 82
Ryan & Co., P. F., store... 536
Ryder club 218
Rye, receipts and shipments 35, 37
Rye, receipts and shipments, past 20 years 38
Sacred Heart academy.. 94-95
Sacred Heart convent. ... 94
Sag bottoms, location of.. 118
Sag Bridge 406
Sailors and Soldiers home. 460
Salaries of city officials.. 63-65
Salaries of officers, (P.O.).. 88
Salaries of schl. employes. 103
Saloons or pub. houses... 362
Salt, rec. and shipments.. 37
Sanitary district map .. 110
Sanitarium (South Side).. 163
Saratoga hotel 322
Sardis (Welch) church Congregational 188
Saturday Evening Herald. 378
Scammon public school... 102
Scandinaven, the 375
Scandinavian chapel 194
Scandinavian Pilgrim ch., Baptist 188
Schaffner & Co., bankers.. 154
School for deaf and dumb 178
School of art 134
Schools, expenses of 44
School of language 89
School of oratory at Northwestern university 241
School property 516
Schools (public) of Chicago 97-104
Schwartz, Chas., res 528
Scotch in Chicago 82
Second ch., Presbyterian . 192
Second-class mail matter.. 87
Second regiment band 340
Second wd. private schools 89
Second regt., I. N. G 338
Secret societies 452
Security, loan and savings bank 155
Seeberger's, Chas. D., res. 532
Seed market 290
Selection of Chicago for the Fair 473
Selz, Schwab & Co 524
Seminaries, private. 89-97
Service of steam railroads 196
Service of street railways, character of 195
Servite Sisters, industrial home for girls 179
Seth Hamedrash cemetery 156
Settlement of trappers 22
Seventh ward private schools 91
Seventeenth ward private schools 93
Sewage of Chicago, disposition of 111
Sewerage of Chicago. 53
Sewerage dept., salaries.. 65
Sexton's, P. J, res 532
Shaving, hair cutting, etc. 363
Sheep, receipts and shipments 35-36-37
Sheldon public school 102
Shepard's, Judge, res 530

Sheridan club..... 218
Sheridan public school...102
Sheridan road.....363
Sheriff of Cook county, office of 489
Sheriff's office, exp'ses of.. 44
Sherman 406
Sherman House..... 323
Shingles, rec'pts and shipments..... 37
Ship building yard 290
Ship canal, route of.....111
Ship and drainage canal...109
Shipments and receipts of barley 32
Shipments coastwise 62
Shipments of corn..... 33
Shipments and receipts of flour 33
Shipments of grain by lake 61
Shipments and receipts of grain and produce..... 35
Shipments and receipts of produce for past two yrs 37
Shortall's, J. G., res..... 528
Shorthand schools..... 89
Shufeldt's, H. H., res.. .. 541
Siegel, Cooper & Co., general store..... 517
Signs, destroyed by Mayor Wentworth... 508
Silver Lake 406
Silverman's, L., res 530
Simons, P. O 86
Sinai Cong'l cemetery.....159
Singing societies..... .458
Sisters of Sacred Heart (school)..... 91
Site of the exposition 480
Sixteenth st. department Y. M. C. A.... 184
Sixteenth ward private schools..... . 93
Sixth Presbyteri'n church 192
Sixth ward private schools 91
Skinner pub. school. 102
Slack, Chas. H., groceries 526
Slaughter of cattle at the yards... 296
Slaughter's, A. O., res.....531
Smyth, Jno. M., block ... 536
Snell murder..... 363
Social clubs ... .209
Societies..... 452
Society of artists 134
Society of Christian Endeavor..... 183
Societa Christofora Columbo.... 459
Society of decorative art.454
Societa Francaise De Secours Mutual 459
Societa Italiana Unione e Fratellanza..... 459
Soldiers' home fund.....179
Soldiers' orphans' home 460
Soldiers' and sailors' home.460
Sons of Connecticut.....463
Sons of Delaware.... ... 463
Sons of Indiana. 463
Sons of Louisiana.....463
Sons of Maine.....463
Sons of Massachusetts....463
Sons of New York.....464
Sons of Pennsylvania.....464
Sons of Rhode Island.....465
Sons of Vermont..... .466
Soper's typewriting sch'l. 90
Souder's college. 94
Source of water supply...116
South Chicago. 406
South Chicago dept. Y. M. C. A..... 184
South Chicago P. O..... 86
South Chicago public library..... 332
South Chicago works (Ill. Steel Company).....277
South ch., Congregational.188
South church (German), Congregational.. 188
South Clark st..... 500
South Div. bldg. permits. 108
South Div. high school .. 101
South Division night free schools..... 99
South Div., population of. 82
South Division schools (private)..... ... 96-97
South end electric ry.. ..202
South Englewood..... 406
South Englewood P. O.... 86
South Evanston.....406
South Halsted street.....533
South Lawn 407
South Lynne.....407
South Lynne P. O..... 86
South market square .. 508
South Park ave. M. E. church.....191
South Park church, Congregational 188
South park commissioners 66
South Side alley "L" road.202
South Side cable line, business of..... 197
South Side cable system..197
South Side parks ... 66
South Side sanitarium ...163
South Water street, nature of business on..... 505
Southern hotel..... 323
Spalding's, Jesse, res.....528
Spalding, Jesse, office.....491
Special assessment dept., salaries..... . 65
Speculative business of the Board of Trade..... 39
Spice mills, Thomson & Taylor 292
Spiritualist association .. 194
Splice bar mill ..... .265
Sporting clubs 203, 209
Sporting Journal 379
Sportsman, the Chicago....379
Sprague's, Wm., res..... 541
Spring Bluff 407
Standard club.....219
Standard theatre.... 125
Standing com. of the Fair 479
Staats Zeitung 372
Staats Zeitung bldg..... ..522
State association 466
State's attorney, office expenses of..... 44
State banks 151
State banks, capital of ...139
State bank of Illinois..... 155
State bk., resources of 155
State board of agr'l..... 456
State central committees..363
State Institutions 460
State microscopical so'ty .459
State organizations in Chicago.... 461
State reform school..... 461
State street..... 364
State st., nature of business on.... 505
State st. (north) residences 541
State st. widened by Potter Palmer... 509
Stations (police) number and location of 79
Statistics of population... 80
Steamboat transportation.471
Steamers, lake ... .471
Steam railroad service... 196
Steel Co. (Illinois).....275
Steel works..... 265
Steel works (the Illinois).275
Stewart Clark bldg.....504
Stock exchange (Chicago)224
Stock exchange (mining) .223
Stock yards exchange.....298
Stock yards, business transacted at..... 35
Stock yards (new) ..... .285
Stock yards (Union) ...292
Stone building..... 537
Stone quarries (Lemont) .281
Stone Wood.....407
Storage capcy. of warehouses.....34
Stough..... 407
Stove foundries.....291
Straight Fibre Iron Co.'s Works..... 291
Street car companies..195-203
Street car lines, increase of traffic on... 196
Street car service... . 195-203
Street cleaning, cost of....346
Street dept., salaries. 65
Street electric lights.....364
Streets, mileage of..... 52
Street nomenclature.....365
St. Andrew's church, Episcopal 190
St. Andrew's Evangelical school..... 91
St. Andrew's society.....459
St. Agnes' school..... 91
St. Anthony's school..... 91

St. Antonius' school..... 91
St. Augustine's school..... 96
St. Bartholomew's church, Episcopal.. ... .190
St. Bernard's ch., Catholic.193
St. Boniface cemetery....159
St. Bridget's school..... 91
St. Clement ch., Episcopal.190
St. Columba's school..... 92
St. Elizabeth's hospital....314
St. Frances' school 92
St. Ignatius' college.....243
St. James (school).. 90
St. John's ch., Catholic ..194
St. John's ch., Episcopal..190
St. John's (school) 90
St. John Baptist school ... 91
St. John's boys' schools.... 89
St. John's girls' schools.... 89
St. Joseph's asylum for boys 180
St. Joseph's orphan asylum. 90, 180
St. Joseph's providence orphan's asylum.. 180
St Joseph's hospital.....314
St. Joseph's school.... ... 92
St. Luke's free hospital. 315
St. Luke's hospital training school for nurses....250
St. Marcus' school. 91
St. Mark's ch., Episcopal..190
St. Mary's school 91, 96
St. Mary's training sch'l 254
St. Michael's school. 94
St. Paul's ch., Univ'rs'st..194
St. Paul's M. E. ch..... ...191
St. Paul's home for boys.. 89
St. Paul's home for newsboys 180
St. Paul's kindergarten... 90
St. Peter's (school)..... 89
St. Pius' school 91
St. Pius' boys' school..... 92
St. Procopius' school..... 91
St. Stephen's (school)..... 90
St. Vincent's asylum and maternity hospital 316
St. Vincent de Paul societies.....459
St. Vitus church, Catholic.194
St. Xavier academy....90, 244
Studebaker's, P. E., res...528
Substations, post office, location of.....83
Suburbs annexed. 48
Suburbs of Chicago. 380
Suburban points of interest.. 543
Suburban ry. service.....197
Suburban water supply...117
Suicides, number of..... 42
Summerdale. ... .407
Summerdale church, Congregational..... 188
Summerdale post office... 86
Summit 407
Sun (Goodall's daily) 371
Sunset club.....219
Supt. of schls., sal. of.....103
Superior court.....490
Surplus and profits of bks. 19
Swedenborgian churches 194
Swedish Luth. churches..189
Swedish M. E. churches...192
Swedish Luth. schl..... 91
Swedish mission schl..... 90
Swedish pop. of Chicago.. 82
Sweenie residence.....528
Swiss in Chicago..... ... 82
Sycamore.... 408
Synagogues (Jewish).....191
System of operation of N. Chicago st. Ry. Co....198
System of taxation..... 45
Tabernacle church, Congregational.....188
Tacoma building 130,493
Tailor shops. 365
Talcott pub. school.. 102
Taxable valuation of Cook county property.. 45
Taxable value of State property.....365
Teachers in private sch'ls. 97
Teachers in pub. sch'ls..20,97
Teachers in pub. schools, salaries of.... 103
Tea-tasting... 365
Tecumseh, leader of the Indians against Fort Dearborn 25
Telegraph service.. 365
Telephones 366
Telephone dept., salaries. 65
Temperance societies.....459
Temperance temple. 495
Temperature of lk. water.116
Temple court bldg 503
Tenement house and factory inspection..... 53
Tennis clubs..... 209
Tenthward, private schools 92
Terror district of the city.534
Textiles manufactured.... 60
Thatcher's Park..... 408
Theatres.....118, 128
Theatre trains.. 366
The Fair, gen'l store.....517
The Leader, gen'l store....517
The Levee, location and character of.....500
"The Slums" of the city.501
"The South Parks".. . 68-69
"The Store," kept by M. C. McDonald. 519
Theological schools ..... .90
Theological sem. Chicago.231
Theological sem. Morgan park 237
Theological sem. McCormick's 234
Theological sem., (Swedish) Northwestern univ 241
Theological seminary, Western.. 249
Third church, Presby.....192
Third-class mail matter.... 88
Third ward private schools.90
Thirteenth ward private schools... 93
Thirtieth ward private schools..... 96
Thirty-fifth street blvd.... 75
Thirty-first ward private schools.. 96
Thirty-fourth ward private schools..... 96
Thirty-second ward private schools. 96
Thirty-third ward private schools 96
Thomas Hoyne public school..... 102
Thomas orchestra... 366
Thomson & Taylor spice mills.....292
Thornton.... 408
Throop public school.....102
Ticket offices of the var'us railroads.....412-452
Tiffany pressed brick.....292
Tilden public school.....102
Tilton branch pub. sch'l..102
Tilton public school.....102
Times, the..... 375
Timmerman opera house..127
Tire and Spring Co. w'rks.265
Titles, abstracts of.....342
Tobacco manufacturers.. 56
Tobey Furniture Co. .. 526
Tolleston.....408
Tolman's, D. H., res.....541
Tonnage of arrivals and clearances at Chicago... 63
Topography of Chicago... 53
Tower of Auditorium... .344
Tower observatory, Auditorium 136
Towers, water works.....116
Towns and cities tributary to Chicago 466
Towns reached by the Chicago railroads. 412-452
Tracy..... 408
Trade in Chicago increase 40
Trading posts established. 22
Training school.....89, 251
Training school for boys and girls.....253
Training sch'l for brewers.255
Training school, manual..229
Transactions of Board of Trade 19
Transfers of real estate...107
Transportation Co., Lake.471
Transportation facilities for the Fair 481
Trappers and traders, first settlement of..... ... 22
Treas., office expenses of.. 44
Treas. (city), condition of. 51
Treas., office (county).....490
Tremont.....408

Tremont house.....323
Trevor 408
Tribune, the 376
Tribune building.....504
Trib. cities and towns... .466
Trinity church, Episcopal.190
Trinity Lutheran..... 91
Trinity M. E. church.....191
Tunnels, use of in cable system.....199
Tunnel (Wash. st.) loop..200
Turner.....408
Turners' societies.....459
Twelfth ward private schools..... 92
Twentieth ward private schools..... 94
Twenty-eighth ward private schools.... 95
Twenty-fifth ward private schools..... 95
Twenty-first ward private schools..... 94
Twenty-fourth ward private schools..... 95
Twenty-ninth ward private schools..... 95
Twenty-second ward private schools..... 94
Twenty-seventh ward private schools..... 95
Twenty-sixth ward private schools..... 95
Twenty-third ward private schools..... 95
Typewriting schools..... 89
Ulich Evangelical Lutheran Orphan Asylum....180
Uhlich's Orphan Asylum 94
Unemployed girls, home for 171
Unimproved lots in Cook county..... 45
Unimproved lands in Cook county..... 45
Union athletic club.....205
Union building 492
Union Catholic library....332
Union club 219
Union college of law..... 89
Union detective ass'n.....227
Union depot..... 535
Union Fratellanza. 459
Union League art ass'n...135
Union League club.....219
Union Nat'l bk..... .148, 496
Union Pacific ry.. 445
Union park 75
Union park ch., Cong'al.188
Union stock yards. 292
Union stock yards, business transacted at.. 35
Union Stock Yards and Transit Co..... 226
Union tabernacle, Congregational..... ..188
Union Trust Co... 155
Union veteran club.....220
Union works (Ill. Steel Co.)..... 278
Unitarian churches.....194
United States courts..... 46
United States Ex. Co.....257
United States marine hospital..... 316
United States money order system 88
United States Nat'l bk....148
United States officers in Chicago 46
United States rolling stock works 292
Uniting city and county.. 53
Unity church (Unitarian) 194
Universalist churches.....194
University of Chicago ...245
University of Chic'go(old) 361
University club 220
University dental college 250
University Place, res 530
University school... 248
Upwood 408
Valuation of live stock received at stock yards.. 35
Valuation (taxable) of Cook county property.. 45
Value of exports by lake to Canada 62
Value of live stock handled in Chicago. 19
Value of real estate transfers. 107
Varnish dealers and mfrs.525
Vedder st. public school..102
Vegetable dealers' association.....223
Vernon Park 77
Vessels owned in Chicago. 63
Veteran's police patrol....227
Veteran societies 341
Viaducts and bridges..... 50
Views of the Auditorium.137
Vincennes ave. residences.530
Virginia hotel. 323
Visitors to art institute... 20
Visitors to art museum....131
Visitors to public library, number of..... 20
Volumes in pub. library. 20
Von Humboldt public school ... .102
Vulcan Iron works... 303
Wabash ave..... ...366
Wabash ave. changed into business st.....524
Wabash ave. M. E. church.191
Wabash R. R. depot...381,448
Wagon w'ks, Peter Schuttler..... 287
Wah Nah Ton club.. 220
Waifs' mission 181
Waldheim cemetery.....159
Walker's, Jas. H., res 528
Walsh's, John R., res.....530
Walsh pub. school.....102
Wanderers' cricket club...206
Warder-Bushnell & Glessner Co.....303
Wards of Chicago, area of each..... 49
Ward pub. school.....102
Warehouses (provision) list of.. 38
Warehouses, storage capacity of..... ... 34
War of 1812... 25
Warren ave. church, Congregational.....188
Warrenton..... 408
Washburn pub. school. ..102
Washington boulevard 75
Washington blvd. res 538
Washington Heights P. O. 86
Washingtonian Home .328,46
Washington park.... ...66,76
Washington park club....220
Washington pub. school..102
Washington square..... 77
Washington st. tunnel....200
Watch manufactory.....266
Water flow, changing of.....109-111
Water offices..... .. 487
Water supply, source of..116
Water supply system..... 54
Water sup'y of the sub'rbs.117
Water towers 116
Water transportation.....259
Water transporta'n, lake.471
Water works of Chicago..114
Water works, cost of.....115
Water works at Evanston.117
Water w'rks of Hyde P'rk.117
Water w'rks of Lake View.117
Waukegan.....408
Waukesha 408
Waverly theatre.....127
Wayne 409
W. C. T. U. of Chicago....183
W. C. T. U. kindergarten. 91
W. C. T. U., national.. ...183
Weber music hall 128
Webster club.....221
Webster Mfg. Co 303
Webster pub. school 102
Weekly newspapers, number of 20
Weekly publications.....377
Wellington hotel..... ...321
Wells, Fargo & Co. ex. ...257
Wells & French Co.'s wks.304
Wells public school.....102
Wells street..... 367
Welsh in Chicago..... 82
Wentworth 409
Wentworth, "Long" John 491
Wesley hospital.....317
W. Chicago St. Ry. Co.....198
West Division building permits 109
West Division, pop. of.... 83
West Division schools (private)... 97

West Division high sch'l. 101
West Division night free schools.....100
Western ave. blvd.....76
Western ave. M. E. ch....191
Western Bank Note and Engraving Co.....304
Western Electric Co. wks.305
Western Springs.....409
Western theological seminary.....93, 249
Westminster church, Presbyterian.....193
West pk. commissioners...66
West Ridge.....409
West Roseland.....409
West Side cable system..199
West Side ch., Chr'st'n....187
West Side parks.....67
West Side park improvement.....78
West 12th st. blvd.....76
Wheaton.....409
Wheat receipts and shipments.....35, 37
Wheeler library.....332
Wheeling.....409
Whitechapel club.....221
Whitings.....409
Wholesale and jobbing business of Chicago....54
Wholesale business of Chicago.....19
Wholesale district.....523
Wicker park.....77
Wicker park public school 102
Width and length of the city.....52
Wilce's, E. P., res.....538
Wildwood.....409
Wildwood post office.....86
Williams ave. pub. school.102
William Deering & Co., harvesting machine wks 300
William Norman, res.....530
Willoughby, Hill & Co., clothing house.....520
Willow Springs.....409
Wilmette.....409
Winfield.....409
Winnetka.....409
Wisconsin Cen. lines (R.R.)448
Wolff mfg. Co. works.....282
Woman's alliance.....460
Woman's Canning and Preserving Co.....367
Woman's club.....211
Woman's college, Northwestern University.....240
Woman's (erring) refuge..166
Woman's hospital.....317
Woman's hospital, training school for nurses.....250
Woman's med. college...250
Woman's union kinder'n..89
Women, self-supporting, home for.....171
Women's suff. club....186, 221
Women, working, home for.....171
Wood and iron mfg.....75
Woodlawn.....410
Woodlawn park.....77
Woodlawn park P. O....86
Woodruff (hotel).....321
Wool, receipts and shipments.....37
Working men's institute...184
Working women, home for.....171
World's Columbian Exposition.....473-483
World's Fair.....473-483
Worth.....410
Worthen's route, drainage canal.....114
Would-be sports.....519
W. W. Kimball Co., the...305
Yacht and boat clubs....203
Yerkes', Chas. T., res....531
Yerkes' electric fountain 541
Yerkes fountain, the.....367
Y. M. C. A. building.....494
Y. M. C. A. (Scandinavian)185
Young ladies' charity circle.....181
Young men's christian association.....184
Young's, Otto, residence..530
Young woman's christian association.....185
Zion ch., Congregational.188
Zion congregation cemetery.....159

The publishers desire to state that no "paid" matter of any description whatever appears in the body of this work. Commercial houses, corporations, private interests and individuals are referred to only because a Guide to Chicago would not be complete were mention of them omitted. These references are made not only without previous arrangement, but in nearly every instance without the knowledge of the houses, corporations or persons referred to. The sole aim of the publishers has been to make a perfect hand-book. Such "paid" matter as appears in this volume is printed plainly as advertising.

LA SALLE STREET FRONT OF CITY HALL.

CHICAGO.

Not in the Arabian Nights' Entertainments, though bathed in all the glorious colorings of Oriental fancy, is there a tale which surpasses in wonder the plain, unvarnished history of Chicago. And it is probable that even the elastic credulity of childhood, which from generation to generation has accepted, without question, the impossible adventures of Aladdin, Ali Baba and Sinbad the Sailor, would be sorely strained if confronted with the story which the most prosaic historian of this remarkable city is called upon to tell.

Chicago is one of the wonders of modern times. Her progress amazes mankind. There is not on record an achievement of human intellect, skill and industry that will bear comparison with the transformation of a dismal swamp, in the midst of a trackless desert, within the span of a human life, into one of the mightiest and grandest cities on the globe.

The aim of this volume is to present to the reader the results attained by the people of Chicago in government, art, science, culture, commerce and general advancement. To do this within the limits of a pocket compendium has required exacting labor and the exercise of all the skill which the compiler could command.

Neither Baedeker's nor Gallignani's celebrated guides, which European travelers find indispensable, are the results of a year's or of ten years' labor. It has required a quarter of a century or more, and frequent alterations and revisions, to bring them up to their present degree of excellence. It requires time to perfect a volume of this character, particularly when it pretends to cover faithfully a city like Chicago, where changes of magnitude are constantly occurring, and where it demands all the watchfulness, energy and enterprise of the editors of our great daily newspapers to keep up with the rapidly-moving and never-halting procession of events.

I do not claim for "The Standard Guide" any more or less than that it is a faithful compilation. I have sought material everywhere, and have taken the liberty of using all the facts and information that have fallen under my eye.

I take advantage of this opportunity to cheerfully and publicly place on record my obligations to the reporters of the city press, whose work has made it possible for me to collect within the covers of this volume much of the information it contains.

This book, I believe, will prove to be one of the most useful ever issued in Chicago, both as a guide and an encyclopedia, and valuable alike to the resident and the stranger. My aim has been to place this city, so much misrepresented of late, in a proper light before the World—to convince the people of all countries that Chicago is not merely a big, bustling, uncultivated Western town, but a great Modern Metropolis, whose people are blessed with all the advantages and surrounded with all the elevating and refining influences enjoyed by the residents of cities ten times her age. This volume will be read extensively throughout America and Europe, and I believe it will contribute in no small degree toward removing the erroneous impressions concerning Chicago and her people which have found a lodgment abroad.

The printing and binding of this book were placed in the hands of Messrs. Donohue & Henneberry, who have performed their work in a most creditable manner. The photographic views from which the half-tone engravings were taken, were furnished by Mr. J. W. Taylor; the photogravures were made by Vandercook & Co.

THE STANDARD GUIDE TO CHICAGO will be revised and issued annually.

JOHN J. FLINN.

CHICAGO, 1891.

THE MARVELOUS CITY.

A BUSINESS VIEW.

Population of Chicago, 1837	4,170
Population of Chicago, 1890 (U. S. Census)	1,098,576
Population of Chicago, 1890 (School Census)	1,208,669
Population of Chicago, 1891 (Estimated)	1,250,000
Area of Chicago in Square Miles, 1837	10.70
Area of Chicago in Square Miles, 1891	181.70
Length of Chicago, Lineal Miles, 1891	24
Width of Chicago, Lineal Miles, 1891	10
Buildings erected in Chicago since 1876	56,240
Cost of Buildings erected since 1876	$255,298,879.00
Frontage of Buildings erected since 1876, miles	256
Buildings erected in Chicago in 1890	11,608
Cost of Buildings erected in 1890	$47,322,100.00
Frontage of Buildings erected in 1890, miles	50
Bank Clearings of Chicago, 1866	$453,798,648.11
Bank Clearings of Chicago, 1890	$4,093,145,904.00
Commerce of Chicago, 1850	$20,000,000.00
Commerce of Chicago, 1890	$1,380,000,000.00
Capital of Chicago National Banks, 1890	$16,100,000.00
Surplus and Profits of Chicago National Banks, 1890	$10,343,119.00
Board of Trade Transactions, 1890	$86,677,157.25
Value of Live Stock handled in Chicago, 1890	$231,344,879.00
Hogs Slaughtered at Stock Yards, 1890	5,733,082
Cattle Slaughtered at Stock Yards, 1890	2,219,312
Wholesale Business of Chicago, 1890	$486,600,000.00
Manufactured Products of Chicago, 1890	$96,200,000.00

SEE NEXT PAGE.

THE MARVELOUS CITY.

ANOTHER VIEW.

Investment in Public Schools to Date	$50,000,000.00
Pupils attending Chicago Public Schools	135,551
Teachers in Chicago Public Schools	2,842
Cost of Maintaining Public Schools, 1890	$3,787,222.00
Academies and Seminaries in Chicago	341
Universities in Chicago	2
Private Schools in Chicago	786
Pupils attending Academies, Seminaries, Private Schools, etc.	62,640
Teachers in Academies, Seminaries, etc.	11,640
Number of Children of School Age in Chicago	165,621
Number of Illiterate Children of School Age	2,599
Number of Books taken from Public Library per annum	1,250,000
Number of Volumes in Public Library	160,000
Number of Volumes in other Libraries	2,800,000
Number of Visitors to Public Library Reading Room, 1890	700,000
Visitors to Art Institute, 1890	66,926
Number of Daily Newspapers in Chicago	24
Number of Weekly Newspapers	250
Total number of Periodical Publications	531
Production of Bound Books in Chicago, 1890	8,000,000
Hospitals in Chicago	25
Charitable Asylums in Chicago	34
Amount Expended in Public Charities Annually	$5,000,000.00
Amount Contributed toward Private Charities Annually	$3,600,000.00
Number of Churches in Chicago	317
Number of Literary Organizations	687
Number of Gentlemen's and Family Clubs	46
Area of Public Parks, acres	1,974

VANDERCOOK CO. CHI.

PART I.

CHICAGO AS IT WAS.

In order that the visitor may thoroughly appreciate the magnitude and splendor of the Chicago of the present, perhaps it would be well enough to take a glance at the Chicago of the past. The history of the city is as brief as it is wonderful. One hundred years ago the ground which it covers was a pathless wilderness—an almost impenetrable morass; a swamp, out of which sprang a dense growth of wild and tangled grasses, with here and there a mound or a ridge covered with wild reeds, or oak and maple trees, stunted in their growth but luxuriant in their foliage.

Since 1673, when Joliet and Marquette, induced by the marvelous tales told them by the Indians regarding the Big Water that laid toward the north, gazed upon Lake Illinois (the name which Lake Michigan bore for many years), and discovered the portage of the Chicago, or Checagow, as the natives pronounced it, a number of French explorers and missionaries from the South and Canadian *voyageurs* from the North had visited the spot upon which Fort Dearborn was afterward erected by the United States government, then in its infancy. Louis Joliet was the agent of Count Frontenac, the Governor of "New France"—afterward Louisiana; and Father Jacques Marquette was a priest of the Society of Jesus, full of zeal for his religion and bent upon the salvation of the savage. Some writers maintain that La Salle preceded Marquette, but the doubt as to this is decidedly in favor of the Jesuit priest. It was Joliet, however, who first made the outside world acquainted with the fact that such a stream as the Chicago river existed, by giving it a place in a roughly-drawn map which accompanied his report to the French governor. Marquette did not long survive his arrival at Chicago Portage. He died of a fever contracted in the malarial swamp during the year 1675, after having established his religion among the Indians. His successor was Father Claude Allouez, who, during his mission to the Illinois, made several trips to this section.

The Indians had given the name which this city bears to the river. To them it was Eschikagow or Checagow. There are various stories regarding its origin. It is known that a chief of the tribe of Illinois was named "Checagow" and that he was sent to France in 1725 and had "the distinguished honor of being introduced in Paris to the Company of the Indies," but the

river was called Eschikagow or "Checagow" long before this. The word "Checagow" in the language of the Illinois meant "Onion;" in the language of the Pottawatomies it signified "pole cat." The probabilities are that the stream received its name from the "Onion," that vegetable having been found in great profusion along its banks by the early explorers.

La Salle in 1678 secured a patent of nobility from the French monarch and a grant of seignority for Fort Frontenac on Lake Ontario. He then undertook the task of Western exploration, and visited the Mississippi and Illinois rivers in furtherance of his object. In his company were three Flemish friars, and of these Fathers Membré and Ribourde became the immediate successors of Marquette and Allouez in the Illinois mission. For nearly a hundred years we read of a succession of missions, of the occasional arrival of an emissary of the French government, of the establishment of trading posts here and elsewhere along the shore of Lake Michigan, but nothing in the nature of a permanent settlement is mentioned, and it is plain that no idea of the foundation of a city at or near the Chicago Portage ever entered the minds of the few adventurous spirits who found their way hither.

The first settler of Chicago was a fugitive San Domingoan slave named Point De Sable. How he found his way from his master's plantations to the French settlements of Louisiana and afterward into the jungles of the Northwest is unknown, but that he was settled in a cabin at the mouth of the Chicago river and was leading the life of a trapper here in 1779 is a settled fact. Attention is called to his existence by the British Commander of Fort Michilimacinac in a letter written on the 4th of July of the year mentioned, who speaks of him as "Baptiste Point De Sable, a handsome negro, and settled at Eschikagow, but much in the French interest." This negro became quite prominent as a fur trader, and others who sought to obtain a share of the profits obtained through barter with the Indians soon gathered around him. Quite a settlement of these trappers and traders sprang up at the mouth of the river. One of them, a Frenchman named Le Mai, bought De Sable out. The latter died shortly afterward at Peoria. Le Mai put new life into the business and caused several improvements to be made in the settlement. The point continued to grow in importance as a trading post, and Le Mai became quite a prosperous if not a wealthy man. He continued in business here until 1804.

The result of the Anglo-French colonial war, in which George Washington under General Braddock first achieved military distinction, was to deprive France of all territory lying upon the great lakes and east of the Mississippi, and without having any knowledge of the fact, for the scene of operation was far away and means of communication were few, the settlement of Chicago Portage passed under the protection of the British flag. Concerning this period, Flinn, in his history of Chicago, says: "In all the

subsequent events, the session of Louisiana to Spain, the insurrection of the Indians under the great Pontiac, and, spurred on by the French traders, the attempt of the Illinois Chief Chicago to drive back the English; the English attempt to prevent settlements beyond the Ohio river; the annexation of the Northwest to Canada; the preparation for a colonial revolt against King George—through all these events Chicago Portage slumbered obliviously in her desolate neck of the woods, as blissfully ignorant of the world as the world could possibly be of her."

While negotiations for the purchase of Louisiana by the United States government were in progress the project of building a fort—a sort of an outpost of civilization—at the southern extremity of Lake Michigan, was being entertained by Congress. From the close of the Revolution it had been remembered that British influence among the warriors who overran the West, and who could be counted in bands of thousands along the upper lakes, was gaining headway, and it became necessary with the acquisition of the new territory that the United States government should make some demonstration of its strength in order to counteract the pernicious effects of England's tactics. The Indians could be made very troublesome to us by the artifices of a nation that was secretly, if not openly, still an enemy of the republic. Hence the proposition to build a fort.

The mouth of the St. Joseph river on the east bank of the lake was first proposed as the proper site for the outpost, but the friendly Indians were hostile to the measure, withheld their consent to its construction, and the government commissioners. in the interest of peace, decided to select another location.

Across the lake from St. Joseph was the Chicago Portage, where a piece of territory six miles square had been ceded to the government by the Indians. The mere fact that the government was the owner of these six miles square appears to have been the most potent influence brought to bear upon the commissioners. Beyond the fact that the government owned this little piece of land in the wilderness, there was no particular reason why the fort should be located here, except that the Chicago river emptied into the lake at this point, and from the Chicago communication could be had by water with the interior. The undertaking was considered at the time a bold one, as the post would be far removed from the borders of civilization, and the safety of its defenders would depend in great measure upon the friendship of the Illinois and Pottawatomie Indians. An order for the construction of the works was issued by the War Department in 1803. There were no American military outposts nearer than Detroit and Michilimacinac at this time. A company of United States soldiers was stationed at the latter place, under command of Capt. John Whistler, an officer of the Revolution, and to him was intrusted the work of establishing the new fort. Two young

lieutenants, William Whistler, the Captain's son, and James S. Swearington from Chillicothe, Ohio, assisted him in command. To the latter he gave in charge the difficult and dangerous task of conducting the soldiers through the forests of Michigan to Chicago, while with his wife, his son and his son's wife—a young bride—he embarked on the United States schooner "Tracy" for the same destination.

The schooner arrived in front of the settlement on July 4, 1803. The mouth of the river was choked with sand, driftwood and weeds. On the sand bar the schooner discharged her cargo of ammunition, arms and provisions into small boats which were rowed into the river, and landed at the spot where the fort was to be erected. There were at this point three rude huts occupied by French fur traders with their Indian wives and broods of half-breed children. But the news of the projected work had been noised around the country, and nearly 2,000 Indians were present to witness the debarkation. In the presence of these natives the United States flag was planted on a spot made venerable with the memories of 130 years of transient French occupation. The fort was not completed until the following year. It occupied, according to Eastman, "one of the most beautiful sites on the lake shore. It was as high as any other point, overlooking the surface of the lake, commanding as well as any other view on this flat surface could, the prairie extending north to the belt of timber along the south branch and on the north side, and the white sand hills both to the north and south, which had for ages past been the sport of the lake winds.'

Around the fort, little by little, began to gather the wild and restless adventurers who blazed the path of civilization through the trackless forests. Now and then hunters "dropped in," liked the place and stayed. Little by little the three log huts which the schooner "Tracy" had found here became surrounded by a little village of similar huts, but their occupants, instead of being French traders with squaw wives, were more closely allied by race and disposition to the soldiers within the palisades. There were Indians about in great numbers, but they were friendly and manageable as a rule. The post continued to be entirely isolated from the rest of the Caucasian race on the continent, and save for an occasional visit from a supply schooner, its little garrison might well have been impressed with the belief that all the world had forgotten them.

The war between the United States and England in 1812, was the cause of that important event in the history of Chicago, the massacre of Fort Dearborn. The French settlers previous to this time had been driven out of Illinois by the English, and the latter had worked their way steadily into the confidence and affections of the Indians. They had been taught by English agents and emissaries that the Americans were attempting to rob them of their hunting grounds and led to believe that if they would join their fortunes

with the British the Americans would be driven out of the country. The Shawnees, a powerful western tribe, had been thoroughly blinded by the English and had given themselves over bodily to the enemy, with the great chief Tecumseh at their head. This chieftain was as eloquent as he was brave. He talked to the friendly Pottawatomie chiefs, worked upon their credulity and gained their adhesion to the English cause. Several of them had fought by his side at Tippecanoe the year before, and it is stated, on good authority, that Tecumseh contemplated the destruction of Fort Dearborn even then, and would have carried his design into execution were it not for the defeat he suffered in that memorable engagement.

He was an energetic man, and he wandered through the wilderness constantly in search of new allies to assist him in driving the white settlers east of the Ohio river. He succeeded in forming an alliance of this character with the Winnebagoes of Rock River.

The officers who were originally in command of Fort Dearborn were replaced in 1811 by Capt. Heald, Lieut. Helm, Ensign George Ronan and Surgeon Van Voorhees. The garrison, at the time, contained sixty-six soldiers. John Kinzie, the first "prominent citizen," was living with his family close to the fort. There were a few straggling farm-houses along the river. Inside the palisades dwelt the wives of Capt. Heald and Sergeant Holt, and three other women, the wife of a French trader named Ouilmette, a Mrs. Boriou, her sister, and Mrs. Corbin, the wife of a soldier. The Kinzie, Burns and White families were the most prominent in the settlement.

Everybody acquainted with American history will recall readily the disastrous defeats and humiliations which befell our armies in the Northwest during the early months of the War of 1812. Fort Michilimacinac, Mich., the nearest post to Fort Dearborn, had fallen. Finally the garrison at Detroit, together with the town and the entire territory of Michigan, fell into the hands of the British. General Hull, who was in command, was tried by court martial and sentenced to be hanged, a sentence never executed, however, for it developed to the satisfaction of the government and the country shortly afterward that the War Department, which had been inefficiently conducted, was really responsible for the disaster. Some days before surrendering he had the forethought and the manliness to acquaint Captain Heald, commander of Fort Dearborn, with the situation, to warn him of the impending danger and to urge him and the little garrison to evacuate the fort and retreat to Fort Wayne. This was the first intimation Fort Dearborn had received of the declaration of war with England and the unfortunate disasters which had followed. The news created consternation and confusion bordering upon panic. To make matters worse, there was anything but harmony existing between Heald and his subordinates The latter decided upon evacuation without consulting with his officers, in spite of the opposition of Kinzie,

who was powerful among the settlers, and against the advice of Winnemac, the friendly chief, who had brought the tidings from Hull. The latter had suggested, or ordered, that the supplies contained in the fort be distributed among the Indians. When arguments failed, and Kinzie found that Heald could not be turned from his purpose, he begged the commander to evacuate at once, before news of the American defeats and the peril of their position became noised among the tribes. Heald, however, obstinately insisted upon postponing the move till he could summon all the Indians, in order to divide the supplies among them. Winnemac saw clearly the danger of this course, and advised that the fort be abandoned without delay, with everything left as it was; so that while the Indians were ransacking the place, and gorging themselves with the provisions, the garrison might safely escape. He knew that the savages had become generally hostile. Further appeals to Heald from officers and settlers proved to be of no avail. On August 12th, a council of Pottawatomies was assembled and called to order by Captain Heald, in the presence of Mr. Kinzie, who accompanied him to the place of meeting outside the palisades. This council passed off peaceably enough, Capt. Heald promising to evacuate the fort and distribute the supplies and all surplus ammunition and arms within the garrison. The Indians were also to receive a liberal gift of money. The Indians appeared to be satisfied. They had not as yet heard of the American defeat, Capt. Heald remaining silent on that subject. It was conveyed to them, however, by Tecumseh, who promised them a glorious opportunity of driving the whites forever out of the hunting-grounds.

The effect of this intelligence was to make the Indians at once more insolent than ever. Heald, in a foolish effort to correct a criminal mistake, decided to distribute provisions only, and to destroy the arms and ammunition. The Indians prowling around the fort found fragments of muskets, flint-locks and broken powder casks thrown in a well, and at the river bank a number of headless whisky casks. When these discoveries were reported to the multitude of red-skins now assembled, their rage knew no bounds. They justly looked upon Heald's act as a piece of treachery, and it compromised all the good-fellowship that existed between the Indians and the garrison, and even the Chief Black Partridge, who had always been friendly, threw off his allegiance and became an enemy.

Rumors of the threatened danger at Fort Dearborn had reached Fort Wayne. Capt. Wells stationed there was a brother of Mrs. Heald. He started with fifteen Miamis to the rescue, and arrived on August 14th, finding the garrison without hope of deliverance. Evacuation at any cost had now been determined upon Starvation was the only alternative. Kinzie left his family in charge of some friendly Indians, and volunteered to accompany the troops. His influence with the savages was great, and it was hoped that his presence might prevent an attack.

The evacuation occurred on the morning of the 15th. It was a sad spectacle. As the inmates left the palisades they were preceded by the post band which played the Dead March. Not a man or a woman among them expected to reach Fort Wayne. All felt that their doom was sealed. Capt. Wells led the little band of Miamis which formed the van. He had blackened his face in token, it is said, of his impending fate.

The evacuating party consisted of the garrison, about sixty-five men, officers included; the Miamis and leader, the wives and children of officers, soldiers and settlers—about one hundred and twenty-five persons, all told. They took their route along the southern shore of the lake beach. This was skirted by a range of sand hills. To the west of these hills, or say from the line of the present State street inward was the prairie or swamp lands, dry in the month of August, 1812. Much to the alarm of the fugitives the Pottawatomies took the prairie on the west side of the sand hills, and followed them at a distance. They must have reached a point on the shore at the foot of the present Eighteenth street, when Capt. Wells, who had been riding in advance, came galloping back with the announcement, "They are about to attack us, form instantly and charge upon them." These words were echoed by a volley from the sand hills. The massacre had begun.

At the very first discharge of the enemies' muskets, Capt. Wells' band of Miamis fled precipitately, their chief following.

The whites fought with all the courage and energy of desperation. Again and again, the attacks of the Pottawatomies were repulsed, with great losses on both sides. Ensign Ronan, mortally wounded and kneeling on the sand, loaded and fired with deadly precision until he fell exhausted. Kinzie and Capt. Wells were fighting like madmen to protect the women and children. While the whites were charging on a squad of Indians hidden in a ravine, a young Indian brute climbed into a baggage wagon in which were the children of the white families, twelve in number, and slaughtered every one of them. The number of whites had been reduced to twenty-eight. After hard fighting near the ravine the little band succeeded in breaking through the enemy and gaining a rising ground not far from the present Oakwoods, or between Thirty-Fifth and Fortieth streets. The contest now seemed hopeless, and Lieut. Helm sent Perish Leclere, a half-breed boy in the service of Kinzie, to propose terms of capitulation. It was stipulated that the lives of survivors should be spared, and a ransom permitted as soon as possible.

It was then that the tidings of the massacre of the children reached Capt. Wells. "Is this their game," he cried, "butchering women and children. Then I will kill too!"

So saying he started for the Indian camp, where the Indians had left their squaws and children, pursued closely by Pottawatomies. He laid him-

self flat on the neck of his horse, loading and firing in that position, as he would occasionally turn on his pursuers. At length his horse was killed under him, and he was seriously wounded. While a couple of friendly Indians were trying to drag him to a place of safety he was stabbed in the back and killed. It is said the Indians took out his heart and chopped it into little pieces. Mrs. Corbin, the soldier's wife, fought like a tigress and refused to surrender, although safety and kind treatment were promised her, and was finally cut to pieces. Sergeant Holt finding himself mortally wounded, gave his sword to his wife, who was on horseback, telling her to defend herself. She, too, was wounded by Indians, who endeavored to capture her alive. She fought with desperation, and finally breaking away, fled to the prairies. She was captured, however, but her bravery saved her life, and, after some months of captivity, was turned over to her friends. Mrs. Heald, who was wounded, was on the point of being scalped, when a friendly Indian saved her life. Kinzie escaped and his family was unmolested during the outbreak. Two-thirds of the evacuating party were massacred. The remainder were finally returned to freedom.

Of course this event broke up the settlement at Chicago Portage. The fort was completely destroyed and the homes of the settlers were burned down. The place remained desolate until 1814, when the Government commenced the rebuilding of Fort Dearborn.

The new fort occupied the exact site of the one destroyed, and resembled it in construction. The government at this time also ordered a survey of the water-course between Chicago and the Illinois river. John Kinzie and family returned. The settlement began to fill up for the second time. Communication was opened with towns and settlements in southern Illinois. The tide of emigration turned toward the West. The waste places were taken up rapidly under the homestead act. Illinois was admitted to the Union in 1818. Chicago began to assume the appearance of a thrifty village, and from that time on, though interrupted now and then by dreadful calamities, her course has been steadily upward and onward. These calamities, as well as all other events in her history, are noted under appropriate headings in the Encyclopedia of this work.

A SLIGHT JAM, MADISON AND CLARK STREETS.

PART II.

CHICAGO AS IT IS.

Chicago, Cook County, State of Illinois, United States of America, is the second city on the American continent in point of population and commerce. Among the cities of the civilized world, it is only outranked in population by London Paris, New York, Berlin and Vienna, in order named. The U. S. census, taken in June, 1890, placed the number of inhabitants at 1,098,576. The school census, taken at the same time, generally believed to be far more reliable, increased the number to 1,208,669. Since then new districts have been annexed to the city, and the former ratio of increase has been more than maintained, so that a conservative estimate of the population of Chicago, in the summer of 1891, brings the figures up to 1,250,000.

The City of Chicago, incorporated March 4, 1837, comprised "the district of country in the County of Cook, etc., known as the east ½ of the southwest ¼ of section 33, township 40 north, range 14 east; also the east ¼ of sections 6, 7, 18 and 19, all of fractional section 3, and of sections 4, 5, 8, 9 and fractional section 10 (except the southwest fractional ¼ thereof, occupied as a military post, until the same shall become private property), fractional section 15; sections 16, 17, 20, 21 and fractional section 22, township 39 north, range 14 east." Since then there have been twelve extensions of the city limits.

The rapid growth of Chicago has been an enigma to those who have not intelligently investigated the conditions which have led to it. In reality it has only kept pace with the country of which it is the natural commercial center. Situated as it is on the southwest shore of Lake Michigan, in 41° 52′ N. lat. and 87° 52′ W. long., 854 miles from Baltimore, the nearest point on the Atlantic seaboard, and 2,417 miles from the Pacific ocean, directly on the highways from East to West and from the Great Northwestern States to the Atlantic; having all the advantages of a seaport town combined with those of a great inland feeder, it is not to be wondered at that within the space of half a century it grew from a mere hamlet to the dimensions of a great metropolis.

In 1837 the population of Chicago was 4,170. Ten years later it was

16,859. In 1855 it had grown to 80,000. In 1860 it was 100,206. In 1866 it was 200,418. In 1870 it was 306,605. In 1880 it was 503,185. In 1886 it was 703,817. In 1889, Hyde Park, Lake, a part of Cicero, Jefferson and Lake View, outlying towns, which had in fact years before become parts of the city, were annexed, and the school census of that year gave the population of the city at 1,066,213.

BANKING.

Chicago in volume of banking business transacted ranks next to New York, although Boston usually occupies second place in the clearing-house column which is published by the papers. Boston has fifty-one banks that clear, while Chicago has but twenty-one, yet the Chicago banks relatively do more business than the Boston banks. The fact that the clearing-house figures apparently give Boston a larger business cuts no figure in actual facts. Chicago really is the second city of the country in financial affairs.

Clearances for 1890.—The following were the monthly totals of clearings by the associated banks of this city for 1890:

Month.	1890.	1889.
January	$ 296,038,598	$ 269,209,079
February	253,052,263	234,398,019
March	304,703,836	261,891,693
April	323,624,385	262,122,111
May	374,969,955	295,131,212
June	358,607,984	275,068,397
July	350,804,127	269,866,659
August	342,118,026	284,168,138
September	359,984,613	284,927,160
October	405,679,992	330,190,039
November	364,309,585	300,776,129
December	359,252,540	312,176,053
Total	$4,093,145,904	$3,379,925,189
Total 1888		3,163,774,463
Total 1887		2,969,216,211
Total 1886		2,604,762,912

Clearances, Comparative.—The following shows the bank clearings from 1866 to 1890 inclusive:

1866	$ 453,798,648.11	1879	1,257,756,124.31
1867	580,727,331.43	1880	1,725,684,894.85
1868	723,293,144.91	1881	2,249,329,924.73
1869	734,664,949.91	1882	2,393,437,874.35
1870	810,676,036.28	1883	2,517,371,581.24
1871	868,936,754.64	1884	2,259,680,391.74
1872	993,060,503.47	1885	2,318,579,003.07
1873	1,047,027,828.33	1886	2,604,762,912.35
1874	1,101,347,918.41	1887	2,969,216,210.60
1875	1,212,814,207.54	1888	3,163,774,462.68
1876	1,110,093,624.37	1889	3,379,925,188.67
1877	1,044,678,475.70	1890	4,093,145,904.00
1878	967,184,093.07		

Condition of the Chicago National Banks.—Following is a summary of statements of the Chicago national banks, showing the condition of the banks at the close of business December 19, 1890:

RESOURCES.

Loans and discounts	$72,392,018
Overdrafts	79,762
United States bonds for circulation	1,162,500
United States bonds for deposit	700,000
United States bonds on hand	164,550
Other stocks and bonds	3,082,864
Premiums paid	79,750
Real estate and office fixtures	769,936
Checks for clearing-house	4,959,001
Due from banks and agents	14,707,312
Cash and treasury credits	23,919,431

LIABILITIES.

Capital	$16,100,000
Surplus and profits	10,343,119
Circulation	802,740
Individual deposits	47,530,972
Demand certificates of deposit	3,883,533
Certified checks	1,176,366
Cashiers' checks	1,109,779
Due banks	40,003,458
United States deposits	767,168
Total deposits	94,471,271

In making the report of the condition of the National banks of the country for the last quarter of 1890, the controller of the currency at Washington said: "The general showing is a good one for the country at large, but the Chicago banks seem to be in especially good shape. A reserve of 31.42 per cent. indicates a healthy condition for that city. Philadelphia's reserve is 28.38 per cent., while New York's is 28.11 per cent. So you can judge of the relative standing of Chicago."

BOARD OF TRADE TRANSACTIONS.

The Chicago Board of Trade is a world-renowned commercial organization. It exercises a wider and a more potential influence over the welfare of mankind than any other institution of its kind in existence, for it practically regulates the traffic in breadstuffs the world over. Its transactions are of far more importance to humanity in general than are those of the Exchange of London, the Bourse of Paris, or the Stock Exchange of New York. The volume of business transacted on the floor of the Chicago Board of Trade annually is amazing; the fortunes made and lost within the walls of the great building every year astonish the world. The membership of the Board of Trade is about 2,000—nearly all young men, full of the genuine Chicago spirit of enterprise, pluck and perseverance. Notwithstanding the severe criticisms to which the methods of the Board have been subjected from time to time, the commercial honesty and personal integrity of the members are recognized everywhere. On the Board of Trade there is a code of moral ethics which can not be violated with impunity. The member who is not known to be

commercially honorable, or whose word has once been broken, or who has been detected in a disreputable transaction, loses caste among his fellows and is shunned for all time. Men lose fortunes here because they risk them, not on a game of chance, but in a trial of judgment. The Board of Trade building is one of the architectural monuments of Chicago. (See "Board of Trade Building.") The volume of business done on the Chicago Board of Trade during the year 1890 was largely in excess of any previous year of its history. The grain and produce business of Chicago is transacted on the Board of Trade. The following exhibits will give the stranger an idea of the immensity of the business done:

Barley—Receipts and Shipments: The following table exhibits the receipts and shipments of barley in this market during the past twenty-one years:

Year.	Received Bushels.	Year.	Shipped Bushels.
1870	3,335,653	1870	2,584,692
1871	4,069,410	1871	2,908,113
1872	2,251,750	1872	5,032,308
1873	4,240,239	1873	3,366,041
1874	4,354,981	1874	3,404,538
1875	3,107,279	1875	1,868,206
1876	4,716,360	1876	2,687,932
1877	4,990,370	1877	4,213,646
1878	5,754,059	1878	3,520,983
1879	4,936,562	1879	3,566,401
1880	5,211,536	1880	4,110,985
1881	5,695,358	1881	3,113,251
1882	6,488,140	1882	3,298,252
1883	8,831,899	1883	4,643,011
1884	7,849,829	1884	4,095,500
1885	10,760,127	1885	5,523,003
1886	12,511,953	1886	7,293,190
1887	12,170,402	1887	7,216,580
1888	12,387,526	1888	7,772,351
1889	12,524,538	1889	8,138,109
1890	15,133,971	1890	9,470,221

Flour in Store: The following table exhibits the stock of flour in store in this city on the first of each month for the last four years:

Month.	1890.	1889.	1888.	1887.
January	55,590	82,020	45,000	48,646
February	52,485	72,785	57,961	54,475
March	50,565	70,600	47,455	43,617
April	62,097	69,270	47,328	40,722
May	62,282	64,960	49,677	48,583
June	61,159	69,765	46,168	34,789
July	53,657	68,415	34,933	25,437
August	53,157	62,080	36,988	30,500
September	62,879	40,200	39,393	30,500
October	66,730	45,460	34,506	34,348
November	91,014	56,600	60,478	36,368
December	55,650	49,500	84,670	45,320

THE INDIAN GROUP, LINCOLN PARK.

Corn—Receipts and Shipments: The following were the receipts and shipments of corn at Chicago during the past twenty-one years:

Year.	Received Bushels.	Year.	Shipped Bushels.
1870	20,189,775	1870	17,777,377
1871	41,853,138	1871	36,716,030
1872	47,366,087	1872	47,013,552
1873	38,157,232	1873	36,754,943
1874	35,799,638	1874	32,705,224
1875	28,341,150	1875	26,443,884
1876	48,668,640	1876	45,629,035
1877	47,915,728	1877	46,361,901
1878	63,651,518	1878	59,944,200
1879	64,339,311	1879	61,299,376
1880	97,272,844	1880	93,572,934
1881	78,393,395	1881	75,463,213
1882	49,061,775	1882	49,073,609
1883	74,412,319	1883	71,656,508
1884	59,580,445	1884	53,274,050
1885	62,930,897	1885	58,805,567
1886	62,535,126	1886	56,363,781
1887	51,538,217	1887	50,443,992
1888	74,208,908	1888	69,522,565
1889	79,920,691	1889	83,860,818
1890	81,117,251	1890	90,556,109

Flour—Receipts and Shipments: The following table exhibits the receipts and shipments of flour at Chicago during the past twenty-one years:

Year.	Receipts. Bbls.	Year.	Shipments. Bbls.
1870	1,766,037	1870	1,705,977
1871	1,412,177	1871	1,287,574
1872	1,532,014	1872	1,361,228
1873	1,487,376	1873	2,303,490
1874	2,666,689	1874	2,306,576
1875	2,625,833	1875	2,285,113
1876	2,955,197	1876	2,6 4,838
1877	2,691,142	1877	2,482,305
1878	3,030,562	1878	2,779,640
1879	3,369,958	1879	3,190,540
1880	3,215,389	1880	2,862,737
1881	4,815,219	1881	4,499,743
1882	4,179,912	1882	3,843,067
1883	4,295,515	1883	3,999,441
1884	4,960,830	1884	4,8 8,884
1885	5,385,772	1885	5,240,199
1886	4,183,147	1886	3,607,232
1887	6,572,327	1887	6,362,580
1888	6,034,006	1888	5,493,212
1889	4,410,535	1889	3,916,454
1890	4,358,058	1890	4,134,586

Grain Exports.—The shipments of grain in transit and export to Canadian ports during the year 1890 were 5,201,029 bushels of corn; 2,296,510 bushels of oats; 635,296 bushels of wheat; 40,028 bushels of rye; total, 8,172,863 bushels.

Grain Inspection.—The following shows the number of cars, boat-loads, and bushels of grain inspected on arrival in the city for the twelve months ending Oct. 31, 1890, and for the previous inspection year, also the out-inspection for the same periods:

	Inspected in		Inspected out.	
	1890.	1889.	1890.	1889.
Cars, number	272,956	249,883		
Boats, number	610	362		
Winter wheat, bushels	9,126,046	13,695,185	4,108,468	9,156,010
Spring wheat, bushels	9,3?0.484	4,654,590	4,690,471	3,637,232
Corn, bushels	94,99 .620	84,775,590	57,235,534	66,517,282
Oats, bushels	74,605,342	58,768,512	16,839,843	20,668,531
Rye, bushels	3.085,129	2,570,410	1,666,253	1,778,321
Barley, bushels	13,378,080	9,206,163	1,753,839	1,399,573

Grain Storage Capacity.—The following table shows the regular grain warehouses of the city of Chicago at the present time.

Name of Elevator.	Proprietors.	Receive from	Capacity Bushels.
Central A.	Central Elevator Co	I. C. R. R.	1,000,000
Central B.			1,500,000
C. B. & Q. A.	Dole & Co.	C. B. & Q.	1,250,000
do B			800,000
do C.			1,500,000
do D.			1,800,000
do Danx.			1,200,000
Rock Island A	Chas. Counselman & Co.	C. R. I. & P.	1,250,000
Rock Island B.	Congdon & Co.	C. R. I. & P.	1,000,000
Galena	City of Chicago Grain Elevators, limited	C. & N. W.	700,000
Air Line			700,000
Fulton		C. M. & St. P.	400,000
St. Paul			900,000
City		R. R. & Canal.	1,000,000
Union.			800,000
Iowa		W. St. P. & P.	1,500,000
National	National Elevator & Dock Co.	C. & N. W.	1,000,000
Chicago & St. L.		R. R. & Canal.	1,000,000
Wabash	Chicago Elevator Co.	Various R. R.	1,500,000
Indiana			1,500,000
Pacific B.	Chicago & Pacific Elevator Co.	C. M. & St. P.	1,000,000
Illinois River	Ill. River Elevator Co.	Canal	175,000
Alton	G. A. Seaverns	R. R. & Canal	1,100,000
Alton B.	G. A. Seaverns		500,000
Santa Fe	Santa Fe Elevator Co.	A. T. & S. Fe R. R	1,500,000
Armour Elevator	Armour Elevator Co.	C. M. & St. P. R. R.	2,000,000
Neeley's Elevator	Illinois T. & S. Bank	R. R. & Canal	700,000
Total			28,675,000

Grain and Produce—Receipts and Shipments.—Following were the receipts and shipments of grain and produce for 1890, compared with 1889:

	Received.		Shipped.	
	1890.	1889.	1890.	1889.
Flour, barrels	4,358 058	4,410,535	4,134,586	3,916,454
Wheat, bushels	13,366,699	18,762,746	11,975,276	16,138,825
Corn, bushels	81,117,251	79,920,691	90,574,379	83,861,818
Oats, bushels	64,430,560	49,901,942	70,768,222	50,471,836
Rye, bushels	2,946,720	2,605,984	3,280,433	2,801,366
Barley, bushels	15,133.971	12,524,538	9,470,971	8,138,129
Flaxseed, bushels	6,?44,847	4,501,266	6,594,581	3,754,077
Grass seed, pounds	72,102,031	84,599,331	59,213,035	84,961,097
Live hogs, No	7,663,828	5,998,526	1,935,700	1,786,619
Pork, pounds	77,985	54,608	392,786	424,139
Lard, pounds	147,475,267	99,952,687	471,919,123	395,838,737
Cured meats, pounds	300,198,241	279,317,936	823,801,460	738,915,033
Dressed beef, pounds	109,704,834	88,894,033	964,134,897	959,727,140

Hogs and Cattle slaughtered in 1890.—In Chicago, during 1890, 2,219,312 cattle and 5,733,082 hogs were slaughtered, against, respectively, 1,763,310 and 4,211,766 in the previous year.

Live Stock Transaction.—The following is an exhibit of the business transacted at the Union Stock Yards, in this city, during the year 1890, as compared with the transactions of the year 1889:

RECEIPTS FOR 1890.

	Cattle.	Calves.	Hogs.	Sheep.	Horses.
January	283,356	6,278	807,798	165,973	6,261
February	232,796	5,028	563,836	153,452	9,398
March	246,592	6,288	534,086	171,495	12,927
April	259,747	11,131	467,599	191,260	11,459
May	299,090	9,767	537,977	172,822	11,027
June	284,037	19,909	601,076	181,466	9,020
July	328,280	26,425	612,355	143,958	7,574
August	294,433	21,939	574,207	185,174	8,031
September	332,706	24,952	518,337	218,764	8,061
October	382,098	21,555	146,344	219,107	7,064
November	263,511	13,125	878,992	163,361	6,019
December	277,684	8,631	821,221	195,844	4,625
Total	3,484,280	175,025	7,663,828	2,182,667	101,566

To bring the stock to the yards 311,557 cars were needed, which exceeds 1888 by over 100,000 cars, and 1889 by over 40,000 cars. The valuation of the stock was $231,344,879 for the year, and for the years since 1866 to 1889 the sum of $3,207,981,448.

RECEIPTS FOR 1889.

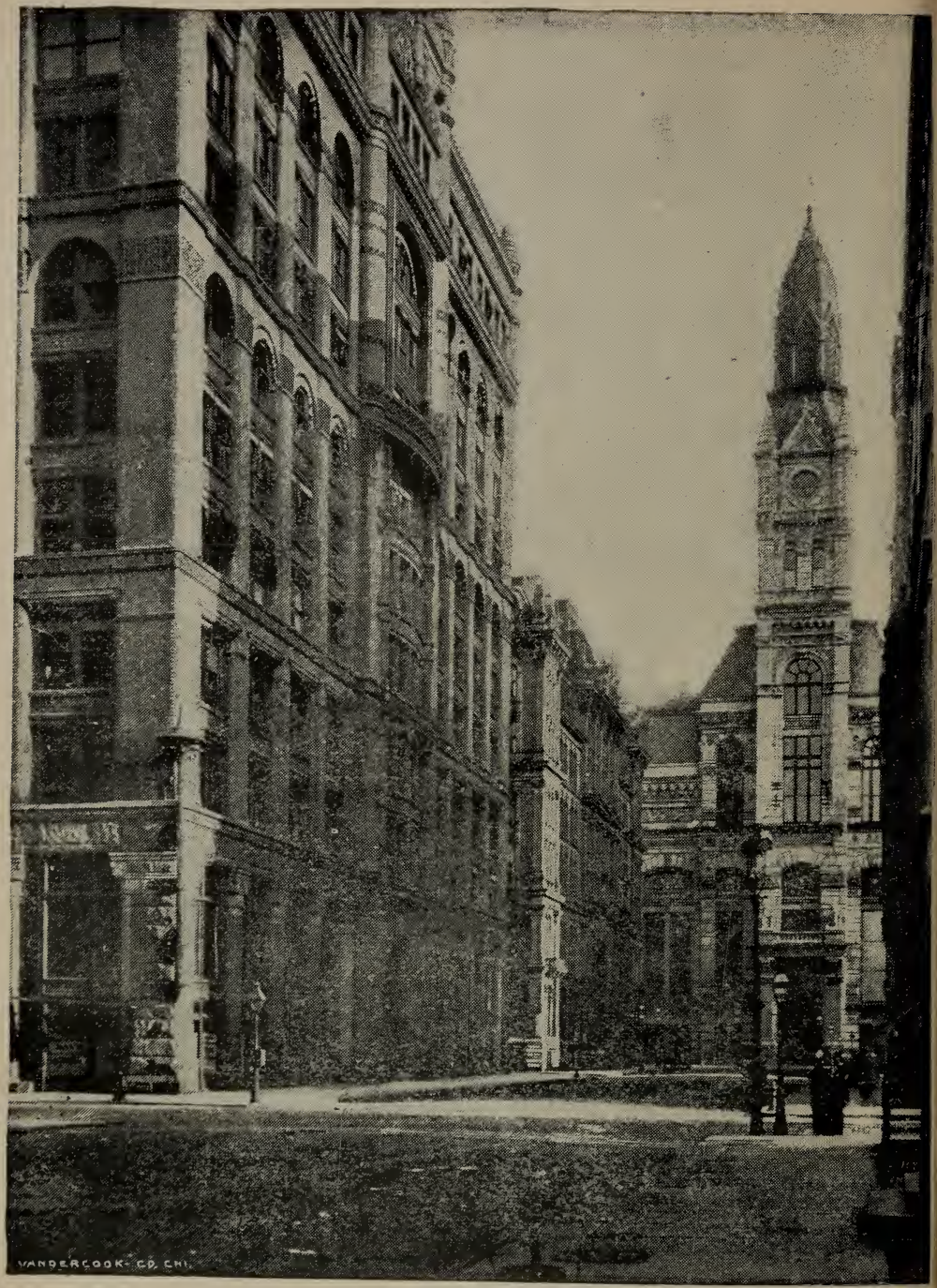
	Cattle.	Calves.	Hogs.	Sheep.	Horses.
January	232,412	3,470	483,677	154,316	4,126
February	207,778	3,251	559,489	138,313	6,916
March	191,793	4,487	429,550	129,073	9,884
April	223,574	6,696	358,192	131,041	7,750
May	247,877	7,775	496,250	121,740	8,181
June	230,582	15,276	515,653	130,074	8,380
July	272,541	15,256	414,696	133,744	6,076
August	297,276	19,007	337,626	174,366	5,272
September	276,419	18,555	421,394	189,641	7,478
October	330,994	13,402	591,763	227,316	6,156
November	261,359	9,419	698,095	144,882	5,442
December	249,666	6,174	692,131	157,963	4,255
Total	3,023,281	122,968	5,998,526	1,832,469	79,936

SHIPMENTS FOR 1890.

	Cattle.	Calves.	Hogs.	Sheep.	Horses.
January	124,315	2,062	141,746	68,922	5,635
February	112,675	1,469	227,987	68,747	8,872
March	119,213	702	211,022	75 474	12,335
April	131,249	1,053	143,131	64,639	10,425
May	139,888	653	121,903	59,554	10,611
June	86,976	5,476	128,841	85,401	8,350
July	107,016	7,457	158,612	40,620	6,803
August	100,284	10,539	157,623	99,962	7,431
September	106,234	11,682	191,797	107,572	7,356
October	108,195	11,018	214,170	96,675	6,402
November	74,446	5,531	157,826	63,881	5,803
December	85,818	3,819	132,022	78,416	4,339
Totals	1,260,309	61,466	1,985,700	929,854	94,362

SHIPMENTS FOR 1889.

	Cattle.	Calves.	Hogs.	Sheep.	Horses.
January	97,615	1,269	125,865	62,545	3,868
February	98,693	1,355	189,854	46,309	6,390
March	101,047	349	158,608	47,452	8,966
April	111,511	108	142,751	33,248	7,260
May	114,741	176	154,432	31,213	7,361
June	94,900	2,048	131,627	41,366	6,863
July	104,803	4,884	147,379	42,680	5,623
August	119.425	5.901	144,619	26,138	4,987
September	104,329	1,536	168,577	81,957	6,999
October	111,771	5,365	197,427	117,627	5,726
November	95,094	4,245	115,089	64,262	5,087
December	106,035	2,374	110,731	66,584	4,231
Total	1,250,971	35,576	1,786,619	711,315	73,311



"ROOKERY" AND BOARD OF TRADE.

Produce—Receipts and shipments for Two Years.—The following table exhibits the receipts and shipments of flour, grain, live stock and produce at Chicago for the past two years:

ARTICLES.	RECEIPTS.		SHIPMENTS.	
	1890.	1889.	1890.	1889.
Flour, Brls	4,358,058	4,400,535	4,134,586	3,919,454
Wheat, Bu	13,306,699	18,762,646	11,979,723	16,138,815
Corn, Bu	81,117,251	79,920,691	90,556,109	83,861,818
Oats, Bu	64,470,560	49,901,943	70,732,945	50,471,836
Rye, Bu	2,916,720	2,905,984	3,274,382	2,801,366
Barley, Bu	15,133,971	12,524,538	9,470,221	8,138,109
Grass Seed, Lbs	72,054,169	84,599,331	59,213,035	84,961,097
Flaxseed, Bu	6,214,847	4,501,265	6,524,581	3,754,679
Broom Corn, Lbs	14,504,233	13,595,523	15,395,873	18,889,824
Cured Meats, Lbs	300,198,241	279,317,936	823,801,466	738,975,333
Corned Meats, Cases	36,324	23,509	1,767,051	1,595,474
Dressed Beef, Lbs	109,704,834	99,952,687	964,134,807	959,727,149
Beef, Pkgs	2,702	2,254	144,896	136,967
Pork, Brls	77,985	54,608	398,786	424,139
Lard, Lbs	147,075,317	99,952,687	471,910,129	395,838,737
Cheese, Lbs	67,338,590	61,039,396	53,829,865	47,435,900
Butter, Lbs	140,558,660	156,315,245	150,088,847	157,425,605
D. Hogs, No	12,272	18,481	149,330	129,241
Live Hogs, No	7,682,218	5,998,526	1,991,780	1,780,659
Cattle, No	3,492,520	3,016,281	1,264,272	1,259,791
Sheep, No	2,177,215	1,832,469	988,524	711,315
Hides, Lbs	100,574,921	101,115,466	199,683,622	208,811,369
Wool, Lbs	22,284,570	28,839,182	39,009,131	43,206,572
Coal, Tons	4,566,868	4,653,373	721,151	647,564
Lumber, M	1,930,781	1,909,443	812,655	730,767
Shingles, M	515,475	633,565	108,822	158,488
Salt, Brls	1,384,547	1,309,313	957,205	1,051,909
Hay, Tons	170,082	206,275	19,388	73,262

Railroad Live Stock Transactions.—Following is the number of car-loads of live stock furnished Chicago by the twenty railroads entering the Stock Yards during 1890, with comparisons:

RAILROADS.	1890.	1889.	1888.
C., B. and Q	80,400	67,762	47,827
C. and N. W	48,648	42,152	34,921
C., M. and St. P	40,643	33,490	27,129
C., R. I. and P	30,406	29,260	25,053
Ill. Central	22,679	20,765	16,641
C and Alton	22,060	21,895	24,715
C., S. Fe and Cal	24,215	12,287	6,315
W., St. L. and P	18,943	17,195	15,666
C., St. P. and K. C	11,458	9,505	3,564
C. and E. Ill	5,197	4,361	2,971
Wis. Central	2,446	1,318	1,249
Mich Central	810	900	954
C., St. L. and P	799	816	706
B. and O	268	263	237
C. and Atlantic	220	179	133
C. and G. T	286	300	350
L. S. and M. S	581	558	532
L., N. A. and C	1,126	1,473	1,291
N. Y. C. and St. L	211	241	258
P., Ft. W. and C	379	356	295

The Burlington Road furnished over 80,000 car-loads of stock during the year, being a little more than one-fourth of the entire receipts and almost 32,000 cars more than any other road furnished during the year. Compared with the receipts of 1889 there was an increase of 12,698 cars, and compared with 1888 over 32,000 increase. All of the Western roads hauled more cars than during 1889, while the Eastern roads, as a rule, furnished fewer cars. The Sante Fe had twice as many cars as in 1889 and four times as many as in 1888.

Of the 3,490,500 cattle, 7,660,600 hogs and 2,180,800 sheep received during 1890, the Burlington Road furnished, in round numbers, 897,000 cattle, 1,945,000 hogs and 258,000 sheep. The North-Western was credited with 467,000 cattle, 1,354,000 hogs and 436,000 sheep, and the Milwaukee and St. Paul with 463,000 cattle, 921,000 hogs and 388,000 sheep. The Rock Island and Illinois Central furnished about 800,000 hogs each.

Of the 1,260,300 cattle, 1,993,800 hogs and 925,300 sheep shipped from Chicago during 1890, the Grand Trunk forwarded 1,058,000 hogs and the Nickel-plate 273,000 cattle. The Michigan Central and Fort Wayne shipped about 230,000 cattle each. The Lake Shore sent out 162,000 cattle, 420,000 hogs and 239,000 sheep. The Lake Shore, Nickel-plate, Grand Trunk, and Fort Wayne shipped about 18,000 cars each during the year.

Provision Storage Warehouses.—The list of regular provision warehouse is as follows:

The Allerton Packing Co.; The Anglo-American Packing Co.; Armour & Co.; John Cudahy; Chicago Dock Co.; Cyrus Dupee; H. M. Dupee; Henry D. Gilbert & Co.; International Packing Co.; Jones & Stiles; Hately Brothers; Thomas J. Lipton; John Morrell & Co., Ltd.; Moran & Healy; Michener Bros. & Co.; Swift & Co.; The Stock Yards Warehouse Co.; Underwood & Co.; J. H. Winterbotham & Co.; The W. H. Silberhorn Co.; The T. E. Wells Co.; The North American Provision Co.; The Chicago Packing and Provision Co.

Rye Receipts and Shipments.—The following were the receipts and shipments of rye in this market for the past twenty years:

YEAR.	Received, Bushels.	YEAR.	Received, Bushels.	YEAR.	Shipped, Bushels.	YEAR.	Shipped, Bushels.
1870.....	1,093,403	1881.....	1,363,552	1870	913,627	1881....	1,104,452
1871 ...	2,011,788	1882.....	1,994,516	1871.....	1,325,685	1882.....	1,773,143
1872	1,129,086	1883....	5,484,259	1872	776,805	1883.....	3,838,557
1873.....	1,189,464	1884.....	6,327,516	1873.....	960,613	1884....	4,365,745
1874.....	781,181	1885.....	1,892,760	1874.....	335,077	1885....	1,216,961
1875.....	699,583	1886	938,547	1875.....	310,592	1886.....	817,553
1876.....	1,447,917	1887.....	847,009	1876	1,433,976	1887.....	690,830
1877.....	1,728,865	1888....	2,767,571	1877	1,553,374	1888.....	1,744,380
1878. ...	2,490,615	1889....	2,605,984	1878	2,025,654	1889.....	2,801,366
1879.....	4,497,840	1890.....	2,946,720	1879.....	2,234,263	1890....	3,274,382
1880.....	1,869,218			1880.....	1,365,162		

Speculative Business of the Board.—The increase in speculative business on the board is indicated by the annual reports for the last two years of the Chicago Board of Trade clearing-house. The monthly and total clearings were as follows:

DATE.	1890.	1889.
January	$ 2,090,090.00	$8,677,053.00
February	2,363,103.75	6,991,001.25
March	2,814,618.00	6,078,957.00
April	8,762,605.75	6,564,766.75
May	10,017,336.25	4,584,955.00
June	6,429,276.25	3,472,982.50
July	7,902,114.50	3,779,494.83
August	13,651,411.25	3,262,478.75
September	9,939,287.50	3,933,817.50
October	6,470,851,25	3,517,875.07
November	9,489,613.75	2,424,917.42
December	6,699,850.00	2,174,781.25
Totals	$86,6[illegible]7,187.25	$55,463,080.75

Total balances last year were reported at $28,190,093.56, against $18,763,093.56 in 1889, and $30,153,835.15 for 1888. The clearings last year were more than $31,000,000 greater than in 1889.

CLIMATE OF CHICAGO.

The climate of Chicago is healthful and beautiful, though the weather sometimes goes to extremes in summer and winter. The air is cool and bracing through most of the summer, and hot nights are very rare. Many thoughtful persons attribute the wonderful growth of the city to the stimulating atmosphere which arouses all the latent energy in the human system, and makes possible the hard mental and physical labor of the people. The mean barometric pressure during a period of ten years was discovered by the United States signal office to have been 29,303 inches; the mean annual temperature 40.06°, the mean annual precipitation 36.64 inches and the mean annual humidity of the air 70.9, 100 representing complete saturation. The maximum annual precipitation averaged about 46 inches during this period. The highest mean temperature was 51.40°, the lowest 45.42°. Although the mercury reaches the nineties in the summer at times, and falls below zero in winter, this is rarely the case. In winter the cold is tempered by the lake, and extremely severe weather seldom continues longer than a week at a time.

Mean Temperature.—The mean temperature of Chicago for 1890, as observed by the United States Signal office, was as follows: January, 30.8; February, 32.4; March, 29.5; April, 45.6; May, 53.4; June, 70.2; July, 72.1; August, 61.6; September, 60.4; October, 29.5; November, 41.9; December, 30.5.

Excessive Precipitation at Chicago.—Statement showing dates of excessive precipitation at Chicago, from October, 1871, to August, 1890, inclusive, with the duration and rate of fall:

DATES.	Fall equaling or exceeding the rate of 1 inch per hour.		Fall of 2.50 inches or more in twenty-four hours.	
	AMOUNT.	DURATION.	AMOUNT.	DURATION
		H. M.		H. M.
December 22-23, 1871	.....	.....	2.50	23 30
September 28-29, 1872	.....	.....	2.70	18 45
May 1-2, 1873	.....	.....	2.82	24 00
August 15, 1875	1.00	1 00	.....	.....
September 9-10, 1875	.....	.....	3.50	23 50
January 18, 1876	1.00	1 00	.....	.....
June 8, 1876	0.84	0 30	.....	.....
October 19-20, 1877	.....	.....	2.55	24 00
July 25-26, 1878	.....	.....	4.14	13 40
May 25, 1879	.....	.....	2.77	23 00
July 6-7, 1879	.....	.....	3.32	23 30
November 11-12, 1881	.....	.....	3.38	24 00
November 5-6, 1883	.....	.....	3.39	24 00
March 25-26, 1884	.....	.....	3.26	21 55
June 1-2, 1885	.....	.....	3.34	8 03
August 2-3, 1885	.....	.....	5.90	24 00
August 23-24, 1885	.....	.....	2 95	24 00
May 28, 1888	0.75	0 19	.....	.....
July 3, 1888	0 75	0 23	.....	.....
July 31, 1888	1.00	1 00	.....	.....
August 2, 1888	0 67	0 33	.....	.....
July 3, 1889	0.28	0 10	.....	.....
July 12, 1889	0.25	0 10	.....	.....
July 18-19, 1889	1.55	0 35	.....	.....
July 27, 1889	4 02	3 34	4.02	3 34
September 4, 1889	0.25	0 10	.....	.....
August 14, 1890	1.00	0 34	.....	.....

COMMERCE OF CHICAGO.

The Commerce of Chicago has grown in volume from a total of $20,000,000 in 1850 to a total of $1,380,000,000 in 1890. The increase in the trade of the city from year to year during the period named is shown by the following table. The figures in the nineteenth line are for the twelve months from October 11, 1871, to October 11, 1872, the series having been interrupted by the great fire:

YEAR.	IN CURRENCY.	IN GOLD.	YEAR.	IN CURRENCY.	IN GOLD.
1890	$1,380,000,000	$1,380,000,000	1878	655,000,000	650,000,000
1889	1,177,000,000	1,177,000,000	1877	621,500,000	595,000,000
1888	1,125,000,000	1,125,000,000	1876	652,000,000	587,000,000
1887	1,103,000,000	1,103,000,000	1875	657,000,000	566,000,000
1886	997,000,000	997,000,000	1874	639,000,000	575,000,000
1885	959,000,000	959,000,000	1873	596,000,0 0	514,000,000
1884	933,0 0,000	933,000,000	1871-'72	490,000,000	437,000,000
1883	1,050,000,000	1,050,000,000	1870	439,000,000	377,000,000
1882	1,045,000,000	1,045,000,000	1869	450,000,000	336,0 0,000
1881	1,015,000,000	1,015,000,000	1868	434,000,000	310,000,000
1880	900,000,000	900,000,000	1860	97,000,000	97,000,000
1879	764,000,000	764,000,000	1850	20,000,000	20,000,000

These figures were prepared by the commercial and financial writers of *The Chicago Tribune*, men who have been careful students of the commerce of Chicago for years, and may be depended upon implicitly. [See "Banking" "Board of Trade Transactions," "Manufactures," "Maritime Interests," etc., in their proper alphabetical order.]

Internal Revenue Receipts.—The following shows the total receipts of the United States Internal Revenue office in this city for each month of 1889 and 1890, with the increase:

Months.	1889.	1890.	Increase Over 1889.
January	$ 743,492.90	$ 869,242.21	$ 125,749.31
February	547,698.27	859,832.51	312,134.24
March	635,954.32	915,152.48	279,198.16
April	664,811.96	1,065,998.62	401,186.66
May	817,169.35	1,232,204.52	415,035.17
June	545,005.57	1,047,960.71	5 2,955.14
July	575,486.55	1,158,308.27	582,821.72
August	610,532.97	1,160,310.18	549,777.21
September	637,024.72	1,182,495.28	645,470.49
October	804,333.63	1,363,628.64	559,295.01
November	370,629.28	1,252,192.65	381,563.37
December	890,426.86	1,311,670.26	421,243.40
Totals	$ 8,342,566.45	$ 13,518,896.33	$ 5,176,429.88

Lumber Trade of Chicago.—The lumber trade of Chicago during 1890 was greater than in any previous year. The city sales and shipments amounted to 2,050,000,000 feet, of which about 1,200,000,000 was consumed in the city, and the rest, or 850,000,000, went to shipments on outside orders. Never before has this amount of business been equaled in the history of the lumber trade. The receipts of lumber aggregated about 1,950,000,000 and some 515,000,000 shingles.

One of Chicago's Greatest Advantages.—From this market to the consuming and manufacturing markets of the East nature has provided, in the great chain of inland seas, a carrier which transports her commodities at reasonable rates and which can not be manipulated solely in the interests of capitalists convened in Wall street to tax the industries of the people by increasing capital stock far above its intrinsic value. Water transportation can not be manipulated. This great water transportation route exercises a salutary restraint upon the greed of railway monopolists.

Output of Chicago Breweries.—The output of the Chicago breweries for 1890 was 2,250,000 barrels. It was the most prosperous year in the history of the brewing business of this city.

COUNTY ORGANIZATION.

The government of Cook county, Illinois, is vested in a Board of County Commissioners, consisting of fourteen members, elected for four years, half of whom retire biennially. The salaries of these commissioners amounted to $33,551 for 1891. The presiding officer is elected from their num-

ber. The Board has the direction and control of all county officers, collects through the County Treasurer the revenues of the county, and appropriates money for the maintenances of the courts, jail, insane asylum, poor-house, county hospital, court-house building, sheriff's office, county clerk's office, coroner's office, etc., and has general supervision of county highways, bridges, etc. The County Board is entirely independent of the City Council, although the jurisdiction of the latter extends over a large portion of the county, included within the corporate limits :

Cook County Court House.—Occupies the entire east half of block, bounded by Washington, Dearborn, La Salle and Clark sts., in the center of the business district of the South side, the west half being occupied by the City Hall. This magnificent pile was erected in 1876-77 at a cost of about $3,000,000, and is one of the handsomest public buildings in the county. It is at present four stories in height, and two additional stories are to be added during the present year at a cost of $275,000. [See "Guide."] In this building are located the County, Probate and various Circuit and Superior courts, the Law Library, and all the County offices, except that of the State's (or prosecuting) attorney which is located in the Criminal Court building, North side.

Coroner's Inquests.—The report of the Coroner of the County for the year 1890 showed the total number of cases investigated during the year was 1,939; number of inquests held, 1,478; post-mortem examinations, 290. There were 1,225 males and 253 females; married, 597; single, 743; widowers, 33; widows, 79; divorced, 12; white, 1,429; colored, 49. Of the decedents 650 were Americans; German, 290; Irish, 194; Scandinavian, 100; Bohemian, 54; English, 45; Canadians, 33; Scotch, 26; the remainder being scattered over the other nationalities. There were 216 suicides, of which 173 were males and 43 females; white, 214; colored, 2; married, 110; single, 77; widows, 9; widowers, 13; divorced, 2. Of the suicides 63 were American; 69 German; Scandinavia and Ireland each furnished 17 victims: Bohemia, 18; England and Poland, 5 each; Canada and Austria, 6 each; Hungary, 4; Scotland, 3; Russia, 2; and Mexico, 1. Of these 22 took rat poison; 3 strychnine; arsenic, 3; laudanum, 1; morphine, 9; opium, 2; Paris green, 4; carbolic acid, 5; chloroform, 1. Five of these were tired of life; domestic trouble, 19; despondency, 50; financial trouble, 12; intemperance, 23; ill-health, 33; jealously, 4; mental derangement, 46; out of employment, 6. There were 67 deaths from homicide; of these 14 were stabbed; 30 shot; 3 poisoned; 13 struck on the head; 1 was smothered, and another drowned; 1 was stabbed and another strangled; 3 were kicked to death. Total number held to the grand jury, 66. There were 294 killed by the railroads, of which 40 were passengers and 52 employés: 105 were killed at street crossings and 30 by jumping on or off cars while in motion.

County Insane Asylum.—Located at Dunning, a suburb of Chicago. Take train at Union depot, Canal and Adams streets. This institution is a large and costly structure, surrounded by spacious grounds, far enough removed from the city to make the location a quiet and healthful one. Numerous additions in the way of cottage-wards have been made to relieve the over-crowded condition of the main building. The current expenses of 1890 were: salaries, $44,111.68; supplies, repairs, etc., $112,006.87. There were 1,013 patients in the asylum at the beginning of last year, and during

1890 470 were admitted, of which 63 were re-admissions, 30 per cent. were native-born and 70 per cent. were of foreign birth. The total number for treatment was 1,483; of these 717 were men and 766 were women. The number remaining under treatment at the close of 1890 was 1,083, of which 509 were men and 574 were women. The superintendent makes this important statement in his annual report: "I would here call attention to a fact, and that is where those that are insane are placed under proper treatment in well-arranged hospitals within the first three months of the inception of the disease the chances for recovery are about as good as from any serious bodily ailment The average of cures when this class of disease is thus treated will range as high as 60, 65 and even 70 in 100."

County Jail.—Situated in the rear of the Criminal Court building, Michigan st., between Clark st. and Dearborn ave., North Side. Entrance from Michigan street. Visitors admitted by permission of the sheriff. The jail, like the Criminal Court building, has long since ceased to meet the demands made upon it by the extraordinary growth of the city, and the consequent and natural increase in the number of criminals. It is an old-fashioned prison, built after the manner of the jails constructed in the early years of the present century. It lacks every modern improvement, and will, doubtless, soon be replaced by a much larger and a better structure. The jail is connected with the criminal court building by a "bridge of sighs," over which the culprits pass for trial and after conviction. Aside from this entrance, which is never used except by deputy sheriffs and jailers in discharge of their duties, there is but one entrance, and that is up a narrow flight of steps leading from the open court between the two buildings. At the head of these steps is a double iron gate, where stands the outer turnkey. If he admits you, you find yourself in the jail office. On one side, as you face the prison entrance, is the head-jailer's room; on the other, the office of the jail clerk. Before going farther, you must have a permit. If you secure it, you are admitted into the "Cage," an iron-bound arrangement covered with several thicknesses of wire netting, through the meshes of which you can hardly poke your finger. If you wish to see a prisoner, he is called, and you must talk to him through this netting. Here it was that the "Tiger Anarchist" Lingg received from his sweetheart the dynamite cartridge which he exploded in his mouth, killing himself, the day before that set for his execution. As you look straight in front of you, with your back to the jailer's door, you will see the cell in which the suicide occurred. It is on the ground floor. Along the same line of cells the Anarchists were confined. Just above, on the next balcony, is "Murderers' Row," from which a number of unfortunates have gone forth during the past twenty years to find the gallows waiting for them on the other side of the cell building. The cell balconies, just as you see them before you, four in number, run all around this interior building. At the northeast corner of the cell building, the gallows is always erected, and here the Anarchists were hanged. [See "Haymarket Massacre."] There is nothing of interest to be seen inside the jail, unless you have a morbid desire to witness the pale, hopeless faces of the prisoners. There are four departments: Men's, Women's Boys' and Debtors'.

County Poor House.—Located at Dunning, a suburb of Chicago. Take train at Union depot, Canal and Adams streets. This institution is not remarkable in any sense, save as the home of the most wretched class of

paupers of the county. It was conducted at an expense of $19,247.16 for salaries, and $86,419.79 for supplies, repairs, etc., last year. The second item also includes expenses of the County Poor Farm.

Cost of County Officers.—The following were the estimated and actual receipts of county officers, over and above their own salaries, for 1890:

County Officers.	Estimated Receipts for Year.	Actual Receipts 6 ms. June 1.
County Treasurer	$210,000 00	$ 5,641 15
Recorder of Deeds	175,000 00	92,025 92
County Clerk and Clerk County Court	122,000 00	58,432 47
Clerk Probate Court	40,000 00	27,000 55
Clerk Circuit Court	55,000 00	32,950 70
Clerk Superior Court	40,000 00	20,689 75
Sheriff	25,000 00	14,090 72
Clerk Criminal Court		1,029 80
Total	$667,000 00	$251,850 06

Detention Hospital. The present detention hospital for the insane is located on West Madison street, near Western avenue; but it is on the eve of being abandoned for a new building. The new structure will cost about $20,000. The alleged or suspected insane are sent to the detention hospital pending a hearing of their cases in the County Court.

Expenses of Cook County.—The total estimated expenditures of Cook County for 1891 foot up $1,466,140, as follows: County Hospital—salaries, $53,704; supplies, $125,000. Insane Asylum—salaries, $52,370; supplies, $130,000. Poor House—salaries, $26,000; supplies, $110,000. Sheriff's Office—salaries, $192,340; supplies, $14,000. Criminal Court—salaries, $30,250; supplies, $2,000. County Agent—salaries, $25,000; supplies, $100,000. Coroner's Office—salaries, $16,900; supplies, $1,000. County Board—salaries of commissioners, $33,551; office of Public Service Superintendent, $9,700; Comptroller's office, $22,070. State's Attorney's Office—salaries, $23,600; supplies, $5,000. County Attorney's Office—salaries, $8,320; supplies and expenses, $7,000. Schools—county superintendent's office, $5,600; normal school, $28,000. Court House—salaries, $8,740; supplies, $30,000. Jail and Criminal Court Building—salaries, $4,200; supplies, $12,000. County Physician—salaries, $6,020; supplies, Detention Hospital, $6,000. Miscellaneous Purposes—for dieting prisoners, jail, $25,000; for dieting prisoners, House of Correction, $8,000; Humane Society, $2,000; for telephone services, $2,500; for State institutions, $10,000; for industrial schools, boys and girls, $40,000; out-door relief, country towns, $12,275.

This makes a total of $1,466,140, including interest charges, in other words leaving $35,427.19 of estimated revenue in the treasury.

These expenditures are based on the estimated tax levy. Outside of them are the receipts of the recorders, county clerks, and officers of the civil courts, which are self-sustaining. The estimated expenses of these are as follows. Treasurer's office, $131,524; clerk's office, $135,216; clerk Superior Court, $34,450; clerk Circuit Court, $40,950; clerk Probate Court, $44,330; recorder's office, $169,690.

A MICHIGAN BOULEVARD VIEW.

Of these latter offices the following estimate of receipts was made by Comptroller Wulff: Country treasurer's office, $205,000; recorder's office, $210,000; county clerk's office and clerk County Court, $160,000; clerk of Circuit Court, $65,000; clerk of Superior Court, $55,000; clerk of Probate court, $75,000.

Judiciary of Cook County.—There is one county, one probate and eighteen judges of the Superior and Circuit Courts. The amounts expended for salaries of the judges of the courts of Cook county for 1890, were as follows: Eighteen judges, Superior and Circuit Courts, $55,415.40; two judges, County and Probate Courts, $14,000; supplies and repairs of court rooms, $1,949.83. In addition to these items was the salaries of clerk of Circuit Court (including assistants), $35,550; Clerk of Superior Court (including assistants), $29,750; Clerk of Probate Court (including assistants), $29,832.

Taxable Valuation of Cook County Property.—The total valuation of all the taxable property in Cook county is $188,172,558. The total real estate valuation aggregates $157,886,713; personal property, $29,007,490; railroads, personal, $381,553; realty, $896,802. There are 390,165 acres of improved property in Cook county and 105,184 acres unimproved. The value of improved lands averages $21.13 an acre, or a total of $8,247,246; the unimproved lands are assessed at an average of $59.82 an acre, or a total of $6,292,348. There are 146,378 improved town and city lots in the county, worth an average of $799.19 each, or a total of $116,984,577; there are 346,596 unimproved town and city lots, worth an average of $76.06 apiece, or a total of $26,362,542. The railroads own 445.82 acres and 1,078 lots in the country. The system under which property of all kinds is assessed in city and county, is generally looked upon as being lax and even farcical. For instance, the grain of all kinds found by the assessor last year in Cook county was valued at only $9,340. The entire silver plate of Cook county taxpayers was only $16,085, and watches, diamonds and jewelry, $16,920. The banks, bankers, and brokers had only $956,390 in money and $30,380 in credits, while bonds and stocks were found to be worth the niggardly sum of $7,040. There was only one royalty in the country, and it is worth but $100. There were but two patents, and they are only worth $250. Only eight franchises could be found, and they are only worth $31,650. The hogs only number 11,750; horses, 42,175, and cattle, 37,793. All the burglar and fire-proof safes found in the county number 477, and only 285 billiard, pool, and bagatelle tables. Pianos, in tune and out, figure 9,761, and melodeons and organs 661. Of mules and donkeys there are supposed to be but 387 in the county. These figures are so outrageously incorrect that they scarcely deserve and do not receive serious consideration from intelligent people.

ELEEMOSYNARY SUPPORT.

The city of Chicago supports entire or aids in the maintenance of several eleemosynary institutions, charities and pension funds, as follows:

Erring Woman's Refuge for Reform.—Receives a percentage of certain fines imposed in police courts, according to act of the general assembly, approved March 31, 1869.

Firemen's Pension Fund.—This fund receives 1 per centum of all revenues collected or received from licenses issued during each year, according to an act of the general assembly, approved May 13, 1887, in force July 1, 1887.

House of the Good Shepherd.—This institution also receives a per centum of certain fines imposed by the police courts, according to act of the general assembly, approved March 31, 1869.

Illinois Humane Society.—This society is entitled to fines collected through the agency of the organization, for the prevention of cruelty to animals, according to an act of the general assembly, approved June 28, 1885, in force July 1, 1885.

Police Pension Fund.—This fund receives 2 per centum of all moneys received from licenses for saloons or dramshops, ¾ of dog tax, ¼ of all moneys received for licenses granted pawnshops, ¼ of all moneys received for licenses granted second-hand dealers, ¼ of all moneys received from moneys for licenses granted junk dealers; all moneys collected for fees for carrying concealed weapons; ½ of all costs collected for violation of city ordinances, according to an act of the general assembly, approved April 29, 1887; in force July 1, 1887.

Washingtonian Home.—This institution receives a per centum of moneys collected for saloon licenses, not to exceed $20,000 per annum, according to act of the general assembly, approved February 16, 1867, amended by an act in force July 1, 1883.

FEDERAL REPRESENTATION.

The civil authority and functions of the Federal government are represented in Chicago by the United States courts—Circuit (Walter Q. Gresham, judge) and District (H. W. Blodgett, judge), and their officers, including the U. S. District Attorney, U. S. Marshal and U. S. Commissioners; by the Collector of Customs, the Collector of Internal Revenue, the U. S. Sub-Treasurer and minor officers.

United States Courts.—The United States Courts are two in number, the Circuit (Judge Walter Q. Gresham), the District (H. W. Blodgett). An Associate Justice of the Supreme Court of the United States sits here also on stated occasions. The courts are located in the post-office (or government) building; clerk, W. H. Bradley. The United States Court of Claims is represented by U. S. Commissioner Hoyne, room 52 post-office building, and Simeon W. King, M. E. Church block.

U. S. Officers in Chicago.—The United States officers in Chicago, aside from the postmaster, are the Collector of Customs, Collector of Internal Revenue, U. S. Sub-treasurer, Special Agent U. S. Treasury, U. S. Appraiser, U. S. District Attorney, U. S. Engineer, U. S. Inspector of Life-saving Stations, U. S. Inspector of Steam-vessels, Surgeon of U. S. Marine Hospital, U. S. Marshal, U. S. Pension Agent, Superintendent of U. S. Secret Service, U. S. Signal Officer and U. S. Lighthouse Inspector. The offices of all of these, excepting the appraiser's (210 Market street) and the U. S. Signal offices (seventeenth floor of the Auditorium building), are located in the post-office building.

FIRE DEPARTMENT.

The fire department of Chicago is generally acknowledged to be the best equipped and most efficient in the United States, which means that it is the best equipped and most efficient in the world, for the firemen of this country are

called upon to be prepared for and to meet emergencies which do not arise in the cities of Europe. The Chicago corps has been brought up to its present high standard of discipline and efficiency by the two chief marshals—who have had charge of the department since the great fire of 1871—Benner and Swenie. The former retired from the service about ten years ago, after re-organizing the department upon a basis which has served as a foundation for the growth and character it has since attained. Marshal Swenie was Mr. Benner's chief assistant, and was largely instrumental in suggesting and carrying out many of the reforms, ideas and improvements that characterized the latter's administration. Since the succession of Marshal Swenie the department has quadrupled its machinery and its force. In Mr. Benner's time Chicago was a city covering an area of less than forty square miles, with a population of about 500,000. Now the city covers an area of 181 square miles and has a population of 1,250,000. The following information will give the visitor an idea of the strength and workings of the fire department:

Alarms and Losses, 1890.—There were 3,733 fire alarms during 1890 against 2,895 in 1889, an increase of 838. The total value of property involved was $95,147,058, while in 1889 it was $66,409,323, being an increase of $28,737,735. The total loss in 1890 was $2,047,736, while in 1889 it was $2,154,340, a decrease in favor of 1890 of $106,604. The total insurance was $44,083,330 in 1890, and in 1889, $32,405,169, an increase of $11,678,261 in favor of 1890.

City Telegraph and Electric Lights.—The police and fire telegraph and telephone system and the electric lighting service are in charge of the city electrician. [See "Encyclopedia."]

Equipment and Force.—The fire department of Chicago (1891) consists of 917 men and officers, 65 steam fire engines, 21 chemical fire engines, 87 hose carts, 26 hook and ladder trucks, 1 water tower, 3 fire boats (for river and harbor service, and for work along the river sides on buildings, warehouses, lumber yards, etc., adjacent), 90 apparatus stations, 390 horses, and an extensive and well equipped repair shop. As an auxilary to the department there are 1,800 stations, provided with necessary instruments and several thousand miles of wire, by which alarm of fire may be communicated.

Headquarters and Organization.—The headquarters of the Chicago Fire Department are located in the City Hall. Following is the organization: Fire Marshal and Chief of Brigade, D. J. Swenie; Assistant Fire Marshal and Department Inspector, William H. Musham; Assistant Fire Marshal and Department Secretary, Charles S. Petrie; Fire Inspector, Maurice W. Shay; Chiefs of Battalions: 1st, Patrick O'Malley; 2d, John H. Greene; 3d, Peter Schnur; 4th, Paul F. A. Pundt; 5th, John Campion; 6th; Joseph C. Pazen; 7th, Richard Fitzgerald; 8th, Leo. Meyers; 9th, William H. Townsend; 10th, Nicholas Dubach; 11th, Michael W. Conway; 12th, Edward W. Murphy; 13th, Frederick J. Gabriel. Each Engine and Hose Company is commanded by a Captain and Lieutenant, and the officers and men of the 90 apparatus stations are divided into 13 Batalions, under command of the Chiefs mentioned above. [See "Municipal Government" for salaries.]

Insurance Patrol.—Established in 1871, by the Underwriters of the city, for the protection of property, merchandise, etc., and the recovery of salvage

from the interior of burning buildings. There are four Fire Patrol stations, as follows: No. 1, 176 Monroe st., Captain, Chas. W. O'Neill, 16 men; No. 2, 16 Peoria st., West Side, Captain, James Hume, 9 men; No. 3, Dearborn and Twenty-third sts., Captain, August Bagemenk, 5 men; No. 4, Forty-third street and Centre ave., Captain, Patrick L. Mullins, 6 men. E. T. Shepard, Superintendent. Patrol Station No. 1 is located on Monroe st., between La Salle street and Fifth ave., and is the most accessible to visitors. The horses and men are trained to perfection and the operation of responding to an alarm is one of the most interesting things to be seen in Chicago. The Patrol Service, or Salvage Corps, are generally first at a fire, employing fast horses and light equipment, and they save a vast amount of property annually.

Location of Stations.—The Engine Houses near the center of the city, and within easy access of visitors, are located as follows: No. 1, 271 Fifth ave., wholesale district; No. 10, 82 Pacific ave., near Board of Trade and Van Buren St. depot; No. 13, 19 Dearborn st., near bridge; No. 37 (river fire boat), foot of La Salle st.; No. 40, 83 South Franklin st., near Telephone building. The visitor, should an alarm happen to be signaled, will be interested in the perfect training and discipline exhibited by men and horses.

Pension Fund.—Firemen are retired on half-pay after continuous service of 20 years, the fund for this purpose being established and maintained by percentage of certain municipal revenues. [See Eleemosynary Support.] The firemen also have a Benevolent Society which cares for disabled members, and the widows and orphans of members. It is in a prosperous condition.

GENERAL INFORMATION.

Annexation.—On the 28th of June, 1889, the city embraced about forty-four square miles of territory. On the day following, by vote of the people, the city of Lake View and the towns of Hyde Park, Lake, Jefferson and Cicero, aggregating 128.24 square miles of territory and about 220,000 people, were annexed to and became part of Chicago, thus constituting one great metropolis, extending twenty-four miles from north to south, and from four and one-half to ten and one-half miles from east to west. The validity of the proceedings resulting in the annexation was confirmed by the Supreme Court, October 29, 1889. By this extraordinary consolidation, six independent municipal corporations—each having a legislative and executive department of government, each controlled and operated under more or less different systems and methods of conducting public affairs—were merged into one municipality, under the authority and control of one city government. During the year 1890, there were annexed to the city four suburbs—South Englewood, area, 2.92 square miles, population 3,000; Gano, 1.80 square miles, population 2,600; Washington Heights, 2.8 square miles, population 3,315; West Roseland, 1.80 square miles, population 792; making a total annexation for the year of 9.32 square miles, with a population of 9,900.

Area of Chicago.—Chicago has grown from 2.55 square miles in 1835 to 181.70 square miles in 1891, as follows:

	SQUARE MILES.	
February 11, 1835, original town		2.55
March 4, 1837, there was added	8.15 making	10.70
February 16, 1847, there was added	3.33 making	14.03
February 12, 1853, there was added	3.90 making	17.93
February 13, 1863, there was added	6.48 making	24.41
February 27, 1864, there was added	11.35 making	35.79
May 16, 1887, there was added	1.00 making	36.79
November and December 5, 1887, there was added	7.15 making	43.94
July 29, 1889, there was added	128.24 making	172.18
April 16, 1890, village of Gano added	2.00 making	174.18
1890, South Englewood added	2.98 making	177.16
1890, Washington Heights	2.80 making	179.96
1890, West Roseland	1.80 making	181.70

Of the present area 5.14 square miles are water, 176.56 land. The city is divided into 34 wards, each covering a territory as follows:

First ward....1.75 square miles	Eighteenth ward....0.75 square mile
Second ward....1.5 square miles	Nineteenth ward....0.75 square mile
Third ward....1.5 square miles	Twentieth ward....1.00 square mile
Fourth ward....1.75 square miles	Twenty-first ward....1.00 square mile
Fifth ward....1.5 square miles	Twenty-second ward..0.75 square mile
Sixth ward....2.75 square miles	Twenty-third ward....0.75 square mile
Seventh ward....0.75 square mile	Twenty-fourth ward..1.00 square mile
Eighth ward....0.75 square mile	Twenty-fifth ward....5.00 square miles
Ninth ward....1.5 square miles	Twenty-sixth ward....5.75 square miles
Tenth ward....1.5 square miles	Twenty-seventh ward.29.5 square miles
Eleventh ward....1.25 square miles	Twenty-eighth ward...7.00 square miles
Twelfth ward....3.00 square miles	Twenty-ninth ward....6.00 square miles
Thirteenth ward....3.00 square miles	Thirtieth ward....12.00 square miles
Fourteenth ward....3.00 square miles	Thirty-first ward....18.00 square miles
Fifteenth ward....3.25 square miles	Thirty-second ward....3.75 square miles
Sixteenth ward....0.75 square mile	Thirty-third ward....28.5 square miles
Seventeenth ward....0.75 square mile	Thirty-fourth ward...27.00 square miles

Bridewell, or House of Correction.—This is the city prison and is generally known as the Bridewell, a name which it derived from the Bridewell of Dublin, Ireland, to which it bears a similarity in many respects. The management is vested in a superintendent, appointed by the mayor. The expenditures for salaries and maintenance and construction are about $125,000 per annum; the receipts from police court fines, brick made by inmates inside the walls, labor of prisoners, laundry work for police department, etc., amounts to about $60,000 per annum. The number of prisoners committed to the Bridewell annually is about 9,000, of whom about seven-eighths are male. The average number of prisoners confined is about 760 males and 40 females. The cost of the prison to the city of Chicago, as it stands to-day, is about $1,500,000. The prisoners are employed in brick-making and other industries. County prisoners are also sent here, for whose support the city is paid about 30 cents per capita daily. The Bridewell is situated at South California avenue, near West Twenty-sixth street, West Side, and may be reached by Blue Island Avenue cars. Mark L. Crawford is the superintendent.

Bridges and Viaducts.—As the Chicago river is navigable for lake vessels, and it, with its branches, intersects the heart of the city, a large number of bridges have been required. No less than forty-five now span this small stream. Nearly all are swinging bridges, and many of them are operated by steam. Steel construction has been employed in the bridges most recently erected. Among these, the Adams street bridge is a notable structure. It is a 4-track bridge, 259 feet long on center truss, and 57 feet in width. This bridge is two feet three inches lower at the east end than at the west end, and, at the same time is reversible, the turn-table track being set on a grade of one in 115. Some doubts were expressed as to its feasibility when the plan was proposed, but the city engineers say that no bridge in the city works better than this one. The Rush street draw is one of the longest in the world. The Lake, Wells and Jackson street bridges are handsome structures. The present bridge at Madison street is to be moved to Washington street, and one of the finest bridges in the city erected in its place, which will probably be completed this year.

The railroads entering the city do so in but few instances above or below the street level. Grade-crossings are the rule. Engineers have long sought to remedy this state of affairs, which will probably be accomplished in time; but, meanwhile, some relief is being provided at the most dangerous crossings by the erection of viaducts. There are thirty-five of these structures in the city, the longest and finest of which is on Twelfth street, extending from Clark street to Wabash avenue, crossing the tracks of the Atchison, Topeka and Santa Fe Railroad Company, and costing $209,736.

City Improvements.—Among the great public works and improvements, advocated for completion before the World's Columbian Exposition of 1893 are the following, many of which will undoubtedly be carried out:

An amplification of the financial limitations of the city, so that its present limited resources shall be commensurate with its present necessities and requirements.

The formation of subways by excavation from curb to curb, in which shall be placed all the city's work, the balance of space to be rented to any corporation entitled to the same.

A system of public heating, public electric or gas lighting, both for street or house service, and a system of pneumatic tubes for mail and other service, and also underground ducts for smoke.

Additional small parks in different parts of the city, and public bathing houses.

The abolition of swing bridges over the river, and the substitution of a barge service for the present system of river navigation.

The elevation of railroad tracks and provision for subways under the same.

An improved system for the cleaning of the alleyways tri-weekly.

Daily service for the collection and disposal of garbage.

Sprinkling and cleaning of the streets by special assessment.

Removal of all obstructions over and along the sidewalks before May 1, 1892.

Increase in the force of the fire and police departments.

The extension of the sewer system of the city.

Condition of the City Treasury.—The condition of the City Treasury on January 10th of the present year was as follows:

Balance in Treasury January 9	$733,791
Received January 10	45,780
	$779,571
Warrants drawn January 10	16,059
Cash on hand and in various banks	$763,511

Bonds and accounts in the hands of the treasurer were as follows:

Four per cent. water bonds ordered issued	$875,280
Amount sold	284,780
On hand	$590,500
Three and one-half per cents ordered issued to retire city 7s	934,000
Sold	237,200
On hand	$696,800

Also $32,000 of Jonathan Burr fund bonds and $3,000 of bonds to the credit of the Police Life and Health fund. The Barber Asphalt Company had $18,000 on deposit in bonds as guarantee for street-paving and $1,220 to the credit of the Harrison and Tree medal funds. Of bonds canceled there was $50,000 from Lake View, $7,700 outside school bonds, and $5,000 in bonds of the Town of Lake.

Last year there was at the same date $1,903,000 balance in the treasury. The controller explained this reduction by saying that he was unable to sell $634,000 of 3½ per cent. bonds.

Estimated Expenditures for 1891.—The estimated expenditures of the municipality for 1891 are placed at between $15,000,000 and $16,000,000.

Estimated Revenue for 1891.—The estimated revenue of the city government for 1891 it is believed will exceed 13,000,000. The total appropriations last year for school and municipal purposes were $9,558,334.80, in addition to certain unexpended balances and certain undetermined amounts due the firemen's and police pension funds and various reformatory institutions. The amount appropriated for sewer construction, not including repairs and maintenance, was $398,705.34. This item in the appropriation bill for the current year was wiped out by reason of the system adopted of building sewers by special assessments. This amount, added to the expected increase of revenue, gives about $3,500,000 more this year than last to meet the necessarily increased expenses of the city due to annexation and the approach of the world's fair.

Geographical Center of Chicago.—The geographical center of the present city of Chicago is located at the intersection of Ashland avenue and Thirty-ninth street.

Health of the City.—There was not a single case of small-pox in Chicago during the year 1890. The physician of the Health Department during that period vaccinated 19,277 persons. The vital statistics for 1890 were based upon a population of 1,100,000. During the present year they are based upon a population of 1,200,000. Said Health Commissioner Wickersham, at the beginning of 1891: "The health of the city, apart from the influenza epidemic of last January and February, has been good and very satisfactory to us. Our mortality for every month of the year, except the two I have alluded to, was remarkably low." The report of the Health Department for 1891 show that there were 21,856 deaths in the city during the year, making a percentage based upon a population of 1,200,000 of 18.21 per 1,000. Of the deaths 9.95 were children under five years of age and 7 over one hundred years. The grippe directly caused but 112 deaths, but pneumonia and other

complications with the deadly influenza swelled the number of victims of this class of diseases. Pneumonia carried off 2,073; consumption, 1,972; bronchitis, 1,189; typhoid fever, 1008; accidents, 999; diphtheria, 881; croup, 380; scarlet fever, 193; malarial fever, 121; whooping-cough, 201; murder, 77; suicide, 206; delirium tremens, 114; hydrophobia, 2. The total deaths from tubercular diseases was 2,231.

Lake and River Frontage.—The city has a frontage on Lake Michigan of twenty-two miles and a river frontage of about fifty-eight miles, twenty-two and one-half miles of which are navigable.

Lakes and Rivers.—There are three lakes within the present city limits containing an area of 4,095.6 acres, as follows: Calumet Lake 3122 acres, Hyde Lake 330.8 acres, the portion of Wolf Lake lying within the city limits 642.8 acres. Of these Calumet and Wolf are navigable. There are two rivers within the corporate limits; the Chicago river, with north and south branches, which divide the city into districts known, respectively, as the North, South and West "Divisions" or "Sides"—and the Calumet river, with Big and Little Calumet rivers, which penetrate the extreme southern part of the city.

Length and Width of Chicago.—The distance between north Seventy-first street, being the northern city limits, and One Hundred and Thirty-ninth street, being the southern city limits, is twenty-four miles. The city at its broadest point is 10.5 miles in width. State street has the greatest extension north and south, running from North avenue to the southern city limits, eighteen miles; Eighty-seventh the greatest western extension, running the entire width of the city.

Marriage Licenses.—The number of licenses issued in Chicago, in 1890, was 14,200, or nearly 1,200 more than issued in the previous year, when 12,850 was considered a high number. In January, 935 licenses were issued. February showed 955 licenses; March, 763; April 1,238; May, 1,211; June, 1,286; July, 1,089; August, 1,125; September, 1,299; October, 1,519; November, 1,455; December, 1,188. In nearly 700 instances the father or the mother had to be relied upon to give their consent. The youngest bride was 15 years old and the youngest groom was 18 years old. The youngest couple were respectively 18 and 16. The oldest maid was 59, and the oldest groom (married twice before) was 71. In contrast to former years no octogenarian got married in Chicago in 1890. The oldest couple were respectively 67 and 61. Among the applicants who took a bright view of married life were two widows, of whom one was 18 and the other 19 years old. One applicant, who claimed to be in the prime of life, was 65 and married a woman 22 years old. More than twenty men applied for permits to remarry their former divorced wives.

Mileage of Streets.—The mileage of streets laid out within the City of Chicago, as at present constituted, is as follows:

Old city, including sections 25, 35 and 36, 40, 13..... Sections 25, 40, 13..... Annexed parts of former town of Cicero....	853.87	miles.
Former city of Lake View....	131.53	"
Former town of Jefferson.....	242.28	"
Former village of Hyde Park...	541.94	"
Former town of Lake ...	347 09	"
Gano, Washington Heights, West Roseland and part of Calumet.....	119.00	"
Total.....	2235.71	"
Boulevards laid out (take from Park Commissioners report)..	50.00	"
Viaduct approaches.....	1.15	"
Grand Total.....	2286.86	"

THE PULLMAN BUILDING.

Morgue.—Situated in the rear of the County Hospital, near the Polk street side. Take Harrison street or Ogden avenue car. Ten bodies, on an average, are picked up in the streets of Chicago every day. Besides these, morgue accommodations are necessary for many of those who die in the county and other hospitals, police stations, etc. The present morgue has long been too small, and a new one is being built on the hospital grounds, The inside will measure 40x46½ feet, and the entire affair, with offices, etc., will cost about $18,000, the money for it having been already appropriated. All bodies are to be disinfected and frozen by the carbolic acid process before being placed on view.

Natural Gas Supply.—Natural gas for fuel purposes will be conveyed to and used in Chicago extensively before the close of 1891.

Poverty in Chicago.—Notwithstanding the great prosperity of the people as a whole, poverty is to be found in Chicago as well as elsewhere. Municipal charity in Chicago has risen to the dignity of an applied science. Through the refuse of alleys, up the trembling stairs of tenements, and into the hovels of want and misery a force of men and women daily goes, carrying food for the hungry, warm clothing for the naked, coals for the needy, and medicine for the sick. From November until April, Cook County gives away 200 sacks of flour, forty pairs of shoes, and fifty tons of coal every day. Relief of the deserving poor involves not alone the discovery and proper aid of the unfortunates, but is attended with a constant warfare against the idle and vicious. Agents of the Visitation and Aid society, the Relief and Aid society, the German Aid society, the Hebrew Aid society, and St. Vincent de Paul's daily seek the sick and needy, but their work is only of a semi-public nature. From the office of the county agent, at 36 West Madison street, there are sent twenty-seven men and three women, who investigate the condition of those reported to be in want and who, by reason of their familiarity with neighborhoods and individuals, are able to insure a wise bestowal of public charity.

Tenement House and Factory Inspection.—During 1890 the Tenement House and Factory Inspection Department examined 23,142 buildings and houses, containing 121,938 persons; 22,877 workshops with 259,051 employes, served 12,675 notices; abated 12,178 nuisances; 3,110 cases of defective plumbing and 1,406 cases of defective drainage.

Topography of Chicago.—The city of Chicago is level but not flat. There are considerable rises here and there, the most noticeable being the ridge which traverses the southern portion, west of Hyde Park, to the Indiana line. All difficulties in the way of sewering have been overcome long since by skillful engineering. The Chicago river which originally emptied into, now flows out of the lake. The sewerage is carried by the river, in great part, to a canal which conducts it through the interior. It finally finds its way into the Illinois and Mississippi rivers. The drainage of the city is an interesting subject, and the plans for future work in this connection are of great magnitude and involve the expenditure of many millions. [See "Ship and Drainage Canals," with map.]

Uniting City and County.—The question of uniting the city of Chicago and the county of Cook under one government, is being seriously considered at present. A constitutional amendment with this end in view will probably be submitted to a vote of the people at the next general election in 1892.

Water Supply.—The water supply system of Chicago is one of the most magnificent in the world, and some idea of its present magnitude may be gathered from the fact that over forty billions of gallons were supplied during 1890. The present capacity will be more than doubled by the completion of the new lake tunnel. The new crib erected at the north end of the government pier will give an additional capacity of 90,000,000 gallons of water per day. [See "Water Works."]

JOBBING AND WHOLESALE BUSINESS.

The jobbing and wholesale business of Chicago amounted to $486,600,000 in 1890. Of this, the dry goods trade alone amounted to $93,730,000, or nearly one-fifth. The following statement exhibits the business transacted in the various lines of trade, compared with previous years.

	1890.	1889.
Dry Goods and Carpets	$93,730,000	$87,600,000
Groceries	56,700,000	54,000,000
Lumber	36,900,000	36,000,000
Manufactured Iron	15,580,000	15,530,000
Clothing	21,500,000	21,500,000
Boots and Shoes	25,900,000	23,600,000
Drugs and Chemicals	7,100,000	6,800,000
Crockery and Glassware	5,500,000	5,100,000
Hats and Caps	7,000,000	6,000,000
Millinery	7,000,000	6,000,000
Tobacco and Cigars	10,850,000	9,690,000
Fresh and Salt Fish, Oysters and Salmon	5,460,000	5,140,000
Oils	4,000,000	4,000,000
Dried Fruits	4,300,000	3,500,000
Building Materials	4,468,000	3,650,000
Furs	1,500,000	500,000
Carriages	1,850,000	1,640,000
Pianos, Organs and Musical Instruments	7,200,000	6,625,000
Music-books and Sheet Music	575,000	520,000
Books, Stationery and Wall Paper	22,000,000	20,700,000
Paper	25,500,000	25,000,000
Paper Stock	5,000,000	5,500,000
Pig Iron	20,035,000	16,200,000
Coal	25,075,000	23,250,000
Hardware and Cutlery	17,500,000	15,500,000
Wooden and Willow Ware	3,162,000	2,875,000
Liquors	13,800,000	11,500,000
Jewelry, Watches and Diamonds	20,400,000	17,000,000
Leather and Findings	2,520,000	2,400,000
Pig Lead and Copper	5,666,000	3,760,000
Iron Ore	4,000,000	2,000,000
Miscellaneous	5,035,000	5,085,000
Totals	$486,600,000	$448,165,000

Do in 1888	$437,500,000
Do in 1887	449,000,000
Do in 1886	408,000,000
Do in 1885	380,000,000

The increase of $38,335,000 from 1889 is 8½ per cent.

Dun's Report.—R. G. Dun & Co.'s Commercial Report, the first week in 1891, said, among other things: The new year opens with so much of uncer-

tainty that there is a natural disposition to dwell upon the crowning records of the year just closed, which show an extraordinary volume of business, in many lines surpassing all precedent. Iron, cotton, leather, boot and shoe, and meat production was larger than in any previous year. Thus 2,219,312 cattle were slaughtered at Chicago, against 1,763,310 in 1889, a gain of 25 per cent., and 5,733,082 hogs, against 4,211,767 in 1889, a gain of 36 per cent. * * * * At Chicago, though money is close, confidence rapidly revives, collections are easy, and the last year's trade exceeds by 6 per cent. that of 1889 in general merchandise, dry goods and shoes, somewhat more in clothing, 20 per cent. in furniture, and 33 per cent. in some other lines, while the increase in products of factories is $25,000,000.

Export Trade of Chicago.—The following is the merchandise entered for export, with benefit of drawback, at the port of Chicago during the year 1890.

PACKAGES AND CONTENTS.	QUANTITY.	ARTICLES AND QUANTITIES ENTITLED TO DRAWBACK.	AMO'NT OF DRAWB'K.
721,723 packages canned meats...	44,401,308 lbs	Tinplate.....7,343, 637 lbs	$66,096.52
268,190 packages salted meats ..	29,655,118 lbs	Salt.....6,384,563 lbs	5,107.61
4,995 bags of flour.....	699,300 lbs	Burlaps .. . . 5,960 yds	73.17
174 pkgs. barbed wire and spelter	21,533 lbs	Wire and spelter. 20,623 lbs	92.61
Total....	.....	.. ..	$71,369.91

Import Trade of Chicago.—Following is a list of the merchandise imported to Chicago during the year 1890:

COMMODITIES.	VALUES.	DUTIES.	COMMODITIES.	VALUES.	DUTIES.
Goods exempt from duty.	$3,405,285	....	L'k'ng-Gl's Plt.	16,759	4,785.28
Ale, Beer and Porter.....	50,329	$17,354.43	Maple Sugar....	20,330	5,274.73
Hat Materials.....	73,953	17,296.07	Metal, M'f'rs of	220,296	87,131.50
Barley.....	6,741	1,551.40	Millinery Goods	88,676	32,199.25
Books, Printed, ...	51,526	12,857.20	Musical Goods..	209,597	56,834.05
Brushes	27,162	8,405.65	Needles	11,273	2,818.25
Cheese & Cheese Coloring	18,436	5,738.31	P'ntgs & St'tury	73,084	17,898.15
Chemicals	18,777	3,766.35	Paper, M'f'rs of	21,845	7,881.34
China and Glassware.....	561.195	318,108.23	Spice, Ground..	31	9.50
Caustic Soda.....	91,606	30,275.92	Pickles & Sauce	14,394	5,459.40
Cigars & Man'f'd Tobacco	496,727	486,322.34	Plt. Wnd'w-Gl's	59,237	42,610,48
Clocks & Clock Material..	25,807	6,949.90	Prep'd Vegt'bls	35,191	10,286.01
Cutlery.....	23,797	11,059.39	Rice, Cleaned...	7,009	10,179.47
Diamonds.....	361,256	36,125.60	Rub'r, M'f'rs of	4,561	1,331.85
Dressed Furs.....	156,364	31,666 00	Salt & Saltpetre	108,559	40,422.21
Dried Fruits and Nuts....	548,291	199,720.49	Seeds and Bulbs	34,590	6,754.88
Druggists' Sundries.....	43,678	15,428.01	Smok'rs' Art'cls	12,687	6,915.58
Dry Goods.....	4,807,473	2,255,509.70	Stone & Marble.	37,253	11,979.72
Fish, all kinds.	152,150	28,633.55	Tinplate.....	1,632,407	499,961.07
Gelatine.....	6,069	1,820 70	T'ys & F'cy G'ds	119,961	47,266.32
Guns.....	43,360	14,674.40	Varnish.	4,199	2,182.28
Hops	850	603.04	Wines & Liq'rs..	369,460	242,607.28
Ink	1,092	327.60	Wool Manf'res.	92,653	29,339.41
Iron, Pig..	399	87.36	Misc'lan's Art s.	594,126	180,274.11
Iron, Manufactures of....	154,087	44,328.74	Lead	24,489	12,846.58
Iron, Wire Rope.....	30,025	13,065.25	Paper-hangings	2,228	557.00
Jewelry	15,327	4,483.75	Steel Bars	885	1,184.12
Leaf Tobacco.....	166,483	118,574.58			
Leather, Manufactures of	252,758	120,753.72	Total.....	$15,406,786	$5,182,476.50

Iron and Steel Market.—During the last few years a large number of manufacturers, who use large quantities of iron and steel, have been located in Chicago, and the home consumption of this material is probably the largest of any point in the United States; besides this, the Chicago jobbers have sold an unusually large tonnage for shipment to all points in the west and northwest, so that it must be conceded that Chicago takes first place in the United States as an iron and steel market, it being well known that whenever manufacturers are overstocked with any material in this line, they usually come to Chicago to dispose of their surplus.

MANUFACTURES OF CHICAGO.

The manufactures of Chicago keep pace with the growth of population and commerce. There were 3,250 manufacturing firms in this city in 1890, against 3,130in 1889; the capital employed in manufactures in 1890 was $190,000,000, against $168,000,000 in 1889; the number of workers employed in manufacturing in Chicago in 1890 was 177,000, against 153,500 in 1889; the wages paid by manufacturers in 1890 amounted to $96,200,000, against $84,600,000 in 1889, and the value of the product of Chicago manufactories in 1890 was $538,000,000, against $450,300,000 in 1889.

Aliments.—The manufacture in Chicago of articles coming under this heading in the year 1890 was as follows:

Aliments.	No.	Capital.	Workers.	Product.
Principal bakeries	35	$ 1,400,000	770	$ 3,300,000
Flour mills	3	1,000,000	110	2,000,000
Meal and feed mills	3	250,000	100	1,500,000
Coffee and spice mills	12	3,000,000	750	11,000,000
Baking powder, extracts, etc	10	2,500,000	450	3,500,000
Confectionery	8	750,000	1,200	3,000,000
Preserved and canned goods	18	400,000	500	1,900,000
Vinegar and pickles	20	550,000	300	3,000,000
Sugar refinery	1	300,000	475	2,500,000
Totals	110	$10,150,000	4,655	$31,700,000
Totals, 1889	98	7,610,000	4,500	27,500,000

The wages paid in 1890 were estimated at $2,523,000, against $2,439,000 for 1889.

Brewing, Distilling and Tobacco.—The manufactures coming under this heading in Chicago for the year 1890 were estimated as follows:

Drinks and Tobacco.	No.	Capital.	Workers.	Product.
Breweries	43	$11,500,000	2,200	$12,790,000
Malthouses	32	6,000,000	600	4,400,000
Distillers and rectifiers	72	5,000,000	950	18,072,000
Tobacco and snuff	23	910,000	800	2,600,000
Cigars and cigarettes	990	1,750,000	2,500	6,925,000
Totals	1,160	$25,160,000	7,050	$44,787,000
Totals, 1889	1,149	22,550,000	5,700	28,223,000

The amount paid in wages was estimated at $4,368,000, against $3,550,000 for 1889.

Brass, Copper, etc.—The following table exhibits the manufactures in brass, copper, etc., in Chicago, for the year 1890:

Brass, Copper, etc.	No.	Capital.	Work-ers.	Product.
Brass, copper and plumbers' supplies	25	$ 750,000	1,700	$ 3,200,000
Tin, stamped, and sheet metal ware	34	3,000,000	2,700	6,500,000
Jewelry manufactures	20	750,000	500	2,250,000
Watch case and tools	9	300,000	475	2,250,000
Optical goods	4	60,000	60	270,000
Telegraph and electrical supplies	4	1,500,000	2,000	3,250,000
Smelting, refining and iron and brass works	10	1,300,000	900	24,000,000
Miscellaneous	35	600,000	800	2,700,000
Totals	141	$ 8,260,000	9,135	$46,420,000
Totals, 1889	130	6,210,000	7,280	37,300,000

The estimated amount of wages paid in 1890 was $5,750,000, as against $4,600,000 for 1889.

Brick, Stone, etc.—The estimates of the manufactures in brick, stone, etc., in Chicago, for 1890, were:

Brick, Stone, Etc.	No.	Capital.	Workers.	Product.
Brickyards	66	$2,500,000	3,200	$4,200,000
Cut Stone Contractors	60	1,500,000	2,000	2,500,000
Marble and Granite Works	12	830,000	600	2,800,000
Gravel Roofers	35	225,000	500	1,150,000
Lime Kilns	6	225,000	370	450,000
Terra Cotta	1	100,000	450	600,000
Stained Glass Factories	14	300,000	400	900,000
Totals	214	$5,680,000	7,520	$12,600,000
Totals, 1889	194	4,975,000	6,820	10,700,000

The amount of wages paid was about $3,209,000, against $2,900,000 in 1889.

Iron and Wood.—Following are the estimates of the combined wood and iron manufactures of Chicago for the year 1890:

Iron and Wood Combined.	No.	Capital.	Workers.	Product.
Wagons and Carriages	70	$2,500,000	2,500	$ 3,750,000
Agricultural Implements	4	5,500,000	4,700	16,000,000
Car and Bridge Builders	4	3,750,000	6,000	18,000,000
Elevators	8	1,250,000	1,000	2,750,000
Sewing Machines and Cases	6	700,000	1,000	1,500,000
Totals	92	$13,700,000	15,200	$42,000,000
Totals, 1889	81	11,850,000	13,000	35,400,000

The wages of the year were estimated at $13,000,000, an increase of $2,000,000 over the amount of wages for the previous year.

Chemicals.—The manufacture of chemicals in Chicago for the year 1890, was estimated as follows:

CHEMICALS.	NO.	CAPITAL.	WORKERS.	PRODUCT.
Chemical Works	6	$ 700,000	250	$1,750,000
White Lead and Paint	26	1,500,000	1,200	4,000,000
White Lead Corroders	2	1,300,000	250	1,600,000
Varnish	6	400,000	110	1,150,000
Axle Grease	1	500,000	25	1,000,000
Glue, Fertilizers, etc	4	5,000,000	1,000	2,000,000
Soap	8	1,600,000	1,000	5,000,000
Candles	2	500,000	125	800,000
Linseed Oil and Cake	8	2,000,000	210	4,000,000
Soda, Mineral Waters, etc	18	720,000	580	2,000,000
Ink	3	100,000	150	250,000
Totals	84	$14,320,000	4,900	$23,550,000
Totals, 1889	80	12,275,000	4,400	19,475,000

The wages paid in 1889 and 1890 were estimated at $2.208,000 and $2,460,000, respectively.

Iron and Steel.—The following table exhibits the manufactures in iron and steel in Chicago for the year 1890:

IRON MANUFACTURERS.	NO	CAPITAL.	WORKERS.	PRODUCT.
Rolling Mills	6	$25,000,000	15,000	$22,275,000
Foundries	60	3,500,000	5,000	12,000,000
Machinery, malleable iron, etc	67	2,800,000	3,400	9,800,000
Boiler works	22	600,000	1,500	2,800,000
Carwheel works	7	1,600,000	1,700	5,500,000
Stoves, furnaces and ranges	22	1,750,000	2,000	3,200,000
Steam fitting and heating	12	600,000	800	2,700,000
Galvanized iron, tin, slate roofing	70	600,000	1,000	1,700,000
Barbed wire, wireworks	10	150,000	200	350,000
Miscellaneous	45	4,000,000	4,000	9,000,000
Totals	327	$40,600,000	34,600	$69,325,000
Totals, 1889	290	34,200,000	26,300	61,450,000

The amount of wages paid in 1890 is estimated at $18,500,000, as compared with $15,600,000 for 1889.

Meats.—The following table shows the number and value of the hogs packed in this city during the last two calendar years:

	1890.	1889.
January and February	1,063,000	650,000
Summer months	3,182,000	2,294,000
November and December	1,368,000	1,116,000
Total for year	5,613,000	4,060,000
Value of animals	$51,920,000	$43,920,000
Value of product	58,400,000	50,050,000

Seventy-five per cent. of the cattle received here is used by the packing-houses, the remainder being shipped alive. The number of cattle killed in the city was about 2,219,000; of calves, 113,410; of hogs, 5,733,000, and of sheep, 1,252,000.

The following are the estimates in regard to the packing business in general for two years:

	1890.	1889.
Number of companies	75	75
Capital	$ 17,000,000	$ 14,000,000
Workers	24,500	22,000
Wages paid	$ 13,585,000	$ 12,100,000
Value of product	137,275,000	112,000,000

Leather.—The manufactures of leather in Chicago for the year 1890 were estimated as follows:

Leather.	No.	Capital.	Work-ers.	Product.
Tanners & Curriers	19	$ 5,000,000	1,800	$ 6,500,000
Boot, shoe and slipper manufacturers	50	4,000,000	5,000	13,000,000
Saddle and harness manufacturers	3	400,000	400	2,000,000
Trunk manufacturers	9	800,000	500	1,600,000
Hose and leather-belting makers	3	275,000	275	900,000
Totals	84	$10,475,000	7,975	$24,000,000
Totals, 1889	81	9,325,000	7,350	19,975,000

The amount of wages paid was approximately $5,340,000, against $4,920,000 for 1889.

Printing.—The manufactures of Chicago coming under this heading in the year 1890 were estimated as follows:

Printing, etc.	No.	Capital.	Workers.	Product.
Printing, binding and newspapers	240	$ 4,400,000	6,000	$ 20,000,000
Lithographing houses	7	230,000	440	600,000
Electrotyping and stereotyping	15	300,000	500	900,000
Type-founders	4	600,000	400	800,000
Printer's ink factories	3	62,000	20	77,000
Printer's supplies and presses	3	400,000	300	475,000
Printer's furniture, etc	2	30,000	40	100,000
Book-binderies	11	300,000	1,500	960,000
Totals	285	$ 6,322,000	9,200	$ 20,912,000
Totals, 1889	277	5,490,000	8,070	19,720,000

The estimated amount of wages paid in 1889 was $5,100,000; in 1890, $5,800,000.

Textiles.—The manufactures of textiles in Chicago for the year 1890 were estimated as follows:

TEXTILES.	No.	CAPITAL.	WORKERS.	PRODUCT.
Men's and boys' clothing	50	$10,000,000	14,000	$20,000,000
Colored shirts, overalls, etc	25	2,000,000	22,500	3,750,000
Men's neckwear	6	400,000	1,200	1,500,000
White shirts	40	340,000	930	1,700,000
Furs	10	700,000	400	800,000
Cloaks and suitings	18	2,600,000	6,000	8,500,000
Cloak and dress trimmings	4	283,000	480	400,000
Children's caps, etc., of lace and plush	3	50,000	250	175,000
Millinery	9	350,000	1,200	1,500,000
Totals	165	$16,723,000	26,960	$38,325,000
Totals, 1889	151	14,285,000	22,785	32,000,000

The estimated amount of wages paid was $8,700,000, against $7,360,000 for 1889.

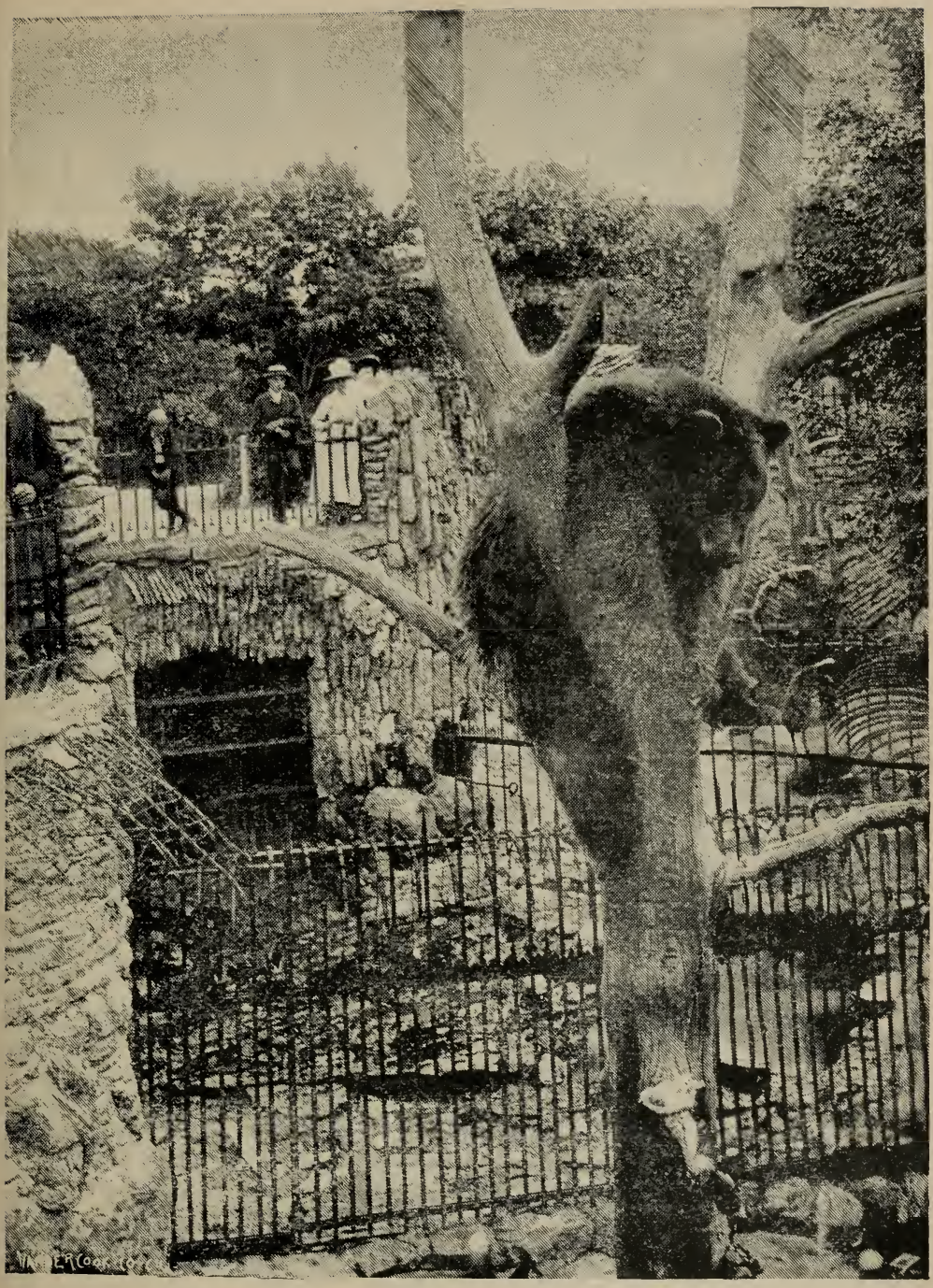
Other Manufactures.—The other manufactures of Chicago, coming under the head of miscellaneous, for the year 1890, were estimated as follows:

MISCELLANEOUS.	No.	CAPITAL.	WORKERS.	PRODUCT.
Toy and bicycle factories	5	$450,000	1,000	$1,300,000
Sign-makers	30	120,000	415	715,000
Brushes (not brm.)	16	275,000	350	650,000
Brooms	1	50,000	250	250,000
Feather-dusters	5	72,000	250	250,000
Show-cases	10	70,000	130	300,000
Glass	1	100,000	200	200,000
Corks	2	100,000	90	175,000
Paper boxes	11	170,000	800	800,000
Sails, awnings, etc	12	400,000	350	1,500,000
Shipyards	2	300,000	2 0	350,000
Perfumer	3	170,000	200	650,000
Totals	98	$2,277,000	4,235	$7,140,000
Totals, 1889	95	2,210,000	3,920	6,660,000

The wages paid approximate $2,053,000, against $1,900,000 for 1889.

MARITIME INTERESTS.

It will be a surprise to the stranger, whether American or foreign, to learn that the arrivals and clearances of vessels at Chicago harbor exceed those of New York by fully 50 per cent.; that they are nearly as many as those of Baltimore, Boston and New York combined, and that they are a fraction of over 60 per cent. as many as all the arrivals and clearances in Baltimore, Boston, New York, New Orleans, Philadelphia, Portland and San



IN THE ZOOLOGICAL GARDENS, LINCOLN PARK.

Francisco. Chicago has also fully 25 per cent. of the entire lake-carrying trade, as compared with the total arrivals and clearances in Buffalo, Detroit, Duluth, Erie, Huron, Grand Haven, Milwaukee, Ogdensburg, Sandusky and Marquette. These noteworthy facts are amplified in the two following tables:

DISTRICTS ON THE SEABOARD.

DISTRICTS.	ARRIVALS.	CLEARANCES.	TOTAL.
Baltimore, Md	1,756	2,156	3,912
Boston, Mass	3,171	3,389	6,560
New York, N. Y	7,571	7,712	15,283
New Orleans, La	1,040	987	2,027
Philadelphia, Pa	1,876	1,943	3,740
Portland, Me	2,758	698	3,456
San Francisco, Cal	1,181	1,597	2,778
Total	19,283	18,473	37,756
Chicago, Ill	11,300	11,401	22,701

DISTRICTS ON THE GREAT LAKES.

DISTRICTS.	ARRIVALS.	CLEARANCES.	TOTAL.
Buffalo, N. Y	4,486	4,490	8,976
Detroit, Mich	6,750	6,710	13,460
Duluth, Minn	1,225	1,224	2,449
Erie, Pa	595	594	1,189
Huron, Mich	4,325	4,133	8,458
Grand Haven, Mich	7,845	7,785	15,038
Milwaukee, Wis	9,982	10,036	20,63[illegible]
Ogdensburg, N. Y	1,330	1,316	2,646
Sandusky, O	2,463	1,442	3,9[illegible]5
Marquette, Mich	5,764	5,765	11,529
Total	44,765	43,515	88,280
Chicago, Ill	11,300	11,401	22,701

Shipments of Grain by Lake.—The shipments of grain by lake during 1890 embracing corn, oats, wheat and rye, were:

DESTINATION.	BUSHELS.	DESTINATION.	BUSHELS.
Montreal	634,539	Midland	1,612,759
Prescott	113,267	Owen Sound	439,580
Kingston	2,288,474	Sarnia	1,039,346
Walkerville	32,836		
Toronto	75,076		
Port Edwards	352,219	Total	8,172,863
Collingwood	1,584,568		

Coastwise Receipts and Shipments.—The coastwise receipts and shipments at the port of Chicago during 1890 were:

RECEIPTS.

ARTICLES.	QUANTITY.	ARTICLES.	QUANTITY.
Merchandise, packages	5,604,041	Sugar, barrels	655,271
Lumber, M	1,380,296	Syrup	24,683
Lath, M	66,643	Shingles, M	446,395
Railroad Ties	2,255,365	Posts, number	3,857,932
Wood, cords	35,490	Telegraph Poles	78,955
Coal, Anthracite, tons	1,124,138	Bark, cords	10,599
Salt, barrels	317,000	Coal, Bituminous, tons	44,367
Butter, packages	5,715	Salt, sacks	44,959
Iron Ore, tons	85,705	Cheese, packages	70,449
Pig Iron, tons	9,202	Miscellaneous Iron, tons	26,227
Nails, kegs	50,110	Coffee, bags	47,882
Tea, chests	4,811	Liquors, packages	50,508
Tallow, packages	2,705	Hides, number	3,558
Potatoes, bushels	337,079	Hay, bales	3,494
Flour, barrels	26,492	Wheat, bushels	179,811
Sulphur, tons	1,964	Grass Seed, sacks	2,025
Stone, tons	19,088	Ice, tons	59,722
Plaster, barrels	44,694	Cement, barrels	256,402

SHIPMENTS.

ARTICLES.	QUANTITY.	ARTICLES.	QUANTITY.
Merchandise, packages	1,737,296	Broom-corn, bales	3,084
Flour, barrels	1,803,514	Pork, barrels	59,537
Wheat, bushels	6,471,999	Beef, barrels	7,199
Corn, bushels	54,039,496	Oat Meal, barrels	16,195
Oats, bushels	18,025,933	Corn Meal, barrels	14,163
Rye, bushels	941,683	Lard, packages	8,937
Barley, bushels	2,643,466	Lard, tierces	318,998
Grass Seed, sacks	75,580	Coffee, bags	17,480
Flax Seed, bushels	2,595,033	Tallow, packages	49,943
Tea, chests	15,561	Nails, kegs	18,375
Sugar, barrels	16,869	Miscellaneous Iron, tons	6,858
Syrup, barrels	9,304	Salt, barrels	663
Hides, number	12,158	Lead, pigs	289,160
Liquors, packages	12,191	Lumber, M	2,353
Oil Cake, bags	217,899	Wool, bales	3,688
Hay, bales	6,631	Glucose, barrels	11,665
Cured Meats, packages	4,285	Potatoes, bushels	12,895

Value of Exports by Lake to Canada.—The value of exports by lake to Canada during 1890 was $1,887,583. Of this amount $1,120,750 was for corn, $626,616 for wheat, $54,920 for oats, $20,140 for rye, $1,450 for grass seed, $11,987 for flour, $6,613 for corn meal, $85 for oil cakes, $18,766 for pork, $275 for beef, $66 for cured meats, $9,718 for tallow, $17,240 for steel rails and $957 for general merchandise.

Arrivals and Clearances of Vessels.—Following is a table showing the arrivals and clearances of vessels, with tonnage, at Chicago harbor, for 1883 to 1890, inclusive:

Year.	Arrivals.		Clearances.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1883	11,203	3,555,586	11,271	3,743,574	22,474	7,299,160
1884	10,513	3,481,957	10,640	3,489,666	21,153	6,971,623
1885	9,846	3,347,647	9,910	3,364,169	19,756	6,711,816
1886	10,180	3,546,309	10,267	3,594,549	20,447	7,140,858
1887	10,828	3,868,465	10,920	3,989,615	21,748	7,858,000
1888	10,158	3,990,921	10,308	4,134,064	20,466	8,124,985
1889	9,552	4,417,415	9,462	4,403,634	19,014	8,821,049
1890	9,188	4,344,502	9,284	4,429,652	18,472	8,774,154

Vessels owned in Chicago:—The following table exhibits the number and character of vessels owned in Chicago:

Class.	Number.	Tonnage.	Class.	Number	Tonnage.
Propellers	59	17,851	Schooners	178	42,498
Tugs	80	1,557	Sloops	9	77
Side wheel steamers	5	708	Yachts	6	268
Steam yachts	24	56			
Steam canalboats	27	1,998	Total	388	65,013

MUNICIPAL GOVERNMENT.

City Clerk's Office—Salaries.—The salaries of subordinates are as follows: Deputy clerk, $3,000; chief clerk, $2,400; minor clerks from $1,000 to $1,300.

City Collector's Office—Salaries.—The salaries of subordinates are as follows: Chief clerk, $2,000; cashier, $1,800; book-keeper, $1,400; clerk, $1,400; five clerks, $1,500 each; five clerks, $1,000 each; messenger, $800.

City Hall Employes—Salaries.—Janitor, $1,400; 2 carpenters, $3 per day; 4 finishers, $720 each; 10 elevator attendants, $720 each; 10 janitors, $720 each; 11 female janitors, $480 each; chief engineer, $1,500; 3 assistant engineers, $1,000 each; 6 firemen, $720 each; 3 coal passers, $660 each; 3 oilers, $720 each.

Comptroller's Office—Salaries.—The salaries of subordinates are as follows: Chief clerk, $3,000; general book-keeper, $2,400; assistant book-keeper, $1,800; cashier, $1,800; assistant cashier, $1,500; warrant clerk, $1,600; minor clerks, $1,000 to $1,200.

Engineering Department—Salaries —The salaries of subordinates are as follows: Assistant engineer, $2,500; second assistant engineer, $2,000; one

assistant engineer, $2,000; two assistant engineers, $1,800 each; rodman, $900; draughtsman, $1,200; chief clerk, $1,800; messenger, $600.

Feed Officers.—City sealer of weights and measures, oil inspector, inspector of steam boilers, building inspector, elevator inspector, and some other minor officers of the city government are paid in fees, or a percentage of fees collected in their respective offices. Of these the oil inspectorship is the most lucrative, being worth about $20,000 per annum.

Fire Department—Salaries.—The salaries of subordinates are as follows: First assistant fire marshal and inspector, $3,500; second assistant fire marshal, $3,000; assistant fire marshal and secretary, $3,200; fire inspector, $2,500; 13 chiefs of battalions, $2,500 each; book keeper, $1,800; 2 clerks, $1,800 each; clerk and storekeeper, $1,400; superintendent of horses, including medicines, $2,200; 19 captains, $1,360.80 each; 42 captains, $1,260 each; 14 captains, $1,200 each; 19 lieutentants, $1,155 each; 25 lieutenants, $1,000 each; 17 engineers, $1,360.80 each; 30 engineers, $1,260 each; 12 engineers, $1,200 each; 13 assistant engineers, $1,134 each; 30 assistant engineers, $1,050 each; 12 assistant engineers $1,000 each; 115 pipemen and truckmen, $1,134 each; 131 pipemen and truckmen, $1,050 each; 69 pipemen and truckmen, $945 each; 40 pipemen and truckmen, $840 each; 37 drivers, $1,134 each; 81 drivers, $1,050 each; 39 drivers, $945 each; 4 pilots, $1.260 each; 2 stokers, $1,050 each; 2 stokers, $945 each; 9 watchmen, $798.80 each; superintendent city telegraph, $3,675; chief operator, $2,362.50; 3 assistant operators, $1,260 each; chief of construction, $1,800; battery man, $945; five repairers, $1,102.50 each; chief of electric repair shop, $1,575; 3 linemen, $945 each; machinist, $1,050; 2 assistant machinists, $756 each; clerk and stenographer, $1,260; 2 electric light inspectors, paid in fees collected, 1 manager, $1,700; 3 operators, $1,200 each; 3 repairers, $1,000 each; 1 lineman, $945; 1 instrument man, $900; 1 battery man, $900. Total for salaries of Fire Department, including Chief Marshal, $974,348.00.

Health Department—Salaries.—The salaries of subordinates are as follows: Assistant commissioner, $2,500; department clerk, $1,500; secretary, $1,500; registrar of vital statistics, $1,200; thirty-four sanitary police, $1,000 each; eight medical inspectors, $900 each; chief tenement house and factory inspector, $2,000; nine meat and stock yards inspectors, $1,200 each; assistant tenement house and factory inspector, $1,500; clerk to tenement house and factory inspector, $1,000; thirty-four tenement house and factory inspectors, $1,000 each; five female factory inspectors, $1,000 each; city physician, $2,500; assistant, $1,500.

Law Department—Salaries.—The salaries of subordinates are: Assistant corporation counsel, $5,000; assistant corporation counsel, $3,000; assistant city attorney, $4,000; chief clerk, $2,000; 3 minor clerks, $1,500 each; 2 minor clerks, $1,200 each; clerk to city attorney, $1,500.

Map Department—Salaries.—Superintendent, $1,800; 8 draughtsmen, $1,200 each; 2 draughtsmen, $1,000 each; house numbering clerk, $900.

Police Court—Salaries.—There are eight police court districts in the city of Chicago, in which ten police court justices administer the municipal law. These are appointed by the mayor. The salaries are as follows: two police justices, 1st district, $5,000 each; two police justices, 3d district, $5,000 each; one police justice, 2d district, $5,000; one police justice, 4th district, $2,500; one police justice, 5th district, $2,500; one police justice, Englewood district, $1,800; one police justice, Lake View district, $1,200. The clerks

of the 1st district court receive $1,500 and $1,200; all other clerks $1,200 each, except the assistant of the 1st district, whose salary is $1,000, and those of Englewood and Lake View, who receive $900 and $600, respectively.

Police Department—Salaries.—The salaries of subordinates are as follows: Five inspectors, $2,800 each; secretary, $2,000; two clerks, secretary's office, $1,100 each; stenographer, $1,000; custodian, $1,323; clerk, detective office, $1,500; 2 assistant clerks, detective office, $1,200 each; night clerk, $900; 13 captains, $2,250 each; 2 lieutenants, detective office, $1,700 each; sergeant, detective office, $1,600; 48 lieutenants, $1,500 each; 48 patrol sergeants, $1,200 each; 20 matrons, each $630; photographer, $1,200; 50 detective patrolmen, $1,212.75 each; 6 police court bailiffs, $1,000 each; 5 pound keepers, $771.75 each; 74 desk sergeants, $1,102.50 each; patrolman, mayor's office, $1,000; patrolman, comptroller's office, $500; 16 lock-up keepers, $1,000 each; 4 inspectors of pawnshops, $1,000 each; 2 inspectors of vehicles, $1,200 each; 180 patrolmen on duty at bridges, crossings, depots, etc., $1,000 each; 140 patrolmen, first-class, for duty on patrol wagons, $1,000 each; 1,168 patrolmen, first-class, for regular duty, $1,000 each; 100 patrolmen, second-class, for patrol duty, nine months, $60 per month; 4 engineers for police stations, nine months, $83 33⅓ per month; 4 assistant engineers for police stations, eight months, $550 each; 16 janitors, $530 each; veterinary, including medicines, $1,500; 8 hostlers, $630 each; 3 watchmen, $750 each; 5 drivers of supply wagons, $720 each; 70 drivers of patrol wagons, $720 each. Total for salaries of police department, including general superintendent, $2,002,447.25.

Public Works Department—Salaries.—The salaries of subordinates are as follows: Secretary, $2,400; assistant secretary, $1,500; book-keeper, $2,400; assistant book-keeper, $2,000; clerk, $1,200; minor clerks from $600 to $1,000.

Sewerage Department—Salaries.—Superintendent, $3,500; 6 assistant engineers, $1,800 each; 6 rodmen, $900 each; chief clerk, $1,200; chief clerk of house drains, $1,800; permit clerk, $900; chief inspector house drains, $1,200; draughtsman, $1,200; draughtsman, $1,000.

Special Assessment Department—Salaries.—The salaries of subordinates are as follows: Attorney, $2,700; assistant attorney, $1,800; chief clerk, $2,100; clerk, $1,800; clerk, $1,680; two clerks, $1,500 each; four clerks, $1,400 each; sixteen clerks, $1,200 each; clerk, $1,000; three clerks, $900 each.

Street Department—Salaries.—The salaries of subordinates are as follows: Assistant superintendent, $2,000; chief clerk, $1,500; bill clerk, $1,200; permit clerk, $900; assistant permit clerk, $720; general clerk, $900; messenger, $720; chief sidewalk inspector, $1,500; superintendent of house moving, $1,800 (paid from fees).

Telephone Department—Salaries.—Chief operator, $1,300; assistant chief operator, $900; 71 operators, $720 each; 7 repairers, $1,000 each; 2 battery men, $900 each; 2 hostlers, $620 each; driver, $720; operator bridge telephone office, $720; 12 operators bridge telephone system, nine months, $472.50 each.

The Mayor and Council—Salaries.—The government of the city of Chicago is vested in a mayor, elected for two years, salary $7,000, and a city council, composed of sixty-eight aldermen, or two from each of the thirty-four wards, who receive a per diem for actual services, the total of which amounted this

year to about $15,000. One alderman is elected from each ward on alternate years. The mayor is assisted in the performance of his duties by heads of departments and bureaus, as follows: Comptroller, $5,000; treasurer, including assistants, $25,000, and interest on city deposits, his right to the latter being now in dispute; city clerk, $3,500; commissioner of public works, $5,000; city engineer, $3,500; counsel of corporation, $6,000; city attorney, $5,000; prosecuting attorney, $4,000; general superintendent of police, $5,000; chief marshal of fire department, $5,000; superintendent of fire alarm telegraph, $3,675; commissioner of health, $4,000; city collector, $4,000; superintendent of special assessment, $3,500; superintendent of street department, $3,500; mayor's secretary, $2,500; mayor's assistant secretary, $1,500; mayor's messenger, $2,000.

PARK SYSTEM.

The Park System of Chicago was designed and is conducted upon an elaborate scale. In its entirety the area covered by the different parks and public squares within the city limits embraces 1,974.61 acres. This is exclusive of the ground covered by park boulevards. The Park System proper is divided into three divisions, each division being under the control of Park Commissioners, elected by the Courts. Thus we have three boards: The South Park Commissioners, the West Park Commissioners and the North Park Commissioners. The parks under the supervision of these commissioners are maintained by direct tax upon the respective divisions of the city. Under control of the city government are a number of small parks, squares and "places," which are maintained at the expense of the city treasury. [See "Area of Parks and Public Squares."] The parks of Chicago form, with the boulevards as their connecting links [See Map], a chain around the city, both ends of which are anchored in Lake Michigan. Only a very few years ago complaint to the effect that the great parks of the city were too far removed from the people, and practically inaccessible to the very class whom they were intended to serve, was general. Now, however, they are becoming the nuclei around which populous districts are growing. In a few years, instead of being on the outskirts of the city, they will be breathing places in its interior. For the visitor, all the parks are within convenient reach. Cable lines or street cars will carry you to any of them at the uniform rate of five cents. Trains on the Illinois Central will take you to Jackson Park (South Park Station) and return for twenty-five cents. The great parks are grouped as follows:

South Side.—Jackson Park—take Illinois Central train foot Randolph, Van Buren, Sixteenth, Twenty-second, Twenty-seventh or Thirty-first streets, or Cottage Grove avenue cable line. Washington Park—take State street or Cottage Grove avenue cable line, the former for Grand boulevard, the latter for Drexel boulevard entrance. Park phaetons convey visitors around Washington and Jackson parks, touching or stopping at all points of interest, for 25 cents per adult passenger; 15 cents for children.

West Side.—Douglas Park—take West Twelfth street or Ogden avenue cars. Garfield Park—take West Madison street cable or West Lake street cars. Humboldt Park—take Milwaukee avenue cable line, or West North avenue cars.

North Side.—Lincoln Park—take N. Clark or Wells street cable lines to main entrance; take North State street cars to Lake Shore Drive entrance.

Persons desiring to take other conveyances can make their selection from the hackney cabs, hansoms, coupes, etc., found at downtown stands. [See hack and cab rates.] Carriage arrangements may be made by telephone with the various livery stables, by the hour or by the day. The parks and boulevards are as follows:

Area of Parks and Public Squares.—Following are the parks and public squares of the city, belonging to the municipality or under control of the State Boards of Park Commissioners, with their area in acres:

	Acres.		Acres.
Aldine Square	1.44	Jefferson Park (Jefferson)	5.00
Campbell Park	.05	Lake Front Park	41.00
Congress Park	.07	Lincoln Park	250.00
Dearborn Park	1.43	Logan Square	4.25
Douglas Park	179.79	Midway Plaisance	80 00
Douglas Monument Square	2.02	Oak Park	0.25
Ellis Park	3.38	Sheets Park	1.00
Gage Park	20.00	Union Park	14.03
Garfield Park	185 87	Union Square	.05
Groveland Park	3 4	Vernon Park	4.00
Holstein Park	2.3	Washington Park	371.00
Humboldt Park	200.62	Washington Square	2.25
Jackson Park	586.00	Wicker Park	4.00
Jefferson Park (city)	5.5	Woodlawn	3.86
Total	...		1,974.61

Conservatories.—Winter visitors will find the conservatories of the different parks among the most attractive sights in the city. These conservatories are open during all seasons, and are in charge of a skillful corps of gardeners, chosen by the several park boards. The greenhouse at Lincoln Park is upon the eve of entering a state of transition. A section of the new propagating houses is nearly completed, and the contract has been awarded for building the palm-house. The old palm-house is overcrowded. Among the curious things to be seen within its walls is a sago palm 100 years old that came from Mexico many years ago; a tree fern 15 feet high; a very large date palm, and a Carludonico palmata in bloom. Mr. Stromback, the chief gardener, gives some interesting facts in reference to the water-lilies that have proven so attractive outdoors during the past summer. The large lily with the tub-like leaves, Victoria Regia, is annually raised from seed, a single pod having been known to contain 435 seeds. It is a night-bloomer, and the blossom is quite fragrant. Some of the other water-lilies are also night bloomers, while some open in day-time. The water in the basins in which they are grown flows from the engine-house near by, after being heated to something like 90 degrees Fahrenheit. The managers of Lincoln Park have the honor of being the first to bring these wonderful lilies to Chicago. Fine collections of

chrysanthemums, ferns, and orchids are seen here. More people visit Lincoln Park greenhouses than any of the others.

Nothing could excel the delicious sense of refined taste pervading the conservatory at Washington Park, with its bank of chrysanthemums presenting a symphony in color, its aquarium half hidden beneath the delicately traced fern fronds that spring from the margin and gracefully bend and reflect in the mirrored surface, and its giant palms forming leafy frescades suggestive of tropical luxuriance and love-making. That remarkable aquatic production, the water hyacinth, is cultivated here extensively, and the round balls are seen like Limniades, or, what are more generally known, ducks, swimming about in the basins on top of the water. Upon entering the greenhouse the large stock of diminutive variegated-leaved plants intended for next summer's lawn decorations are observed in a room by themselves, laid off systematically in designs, so as to make a pretty display, thus utilizing a hitherto neglected agent for indoor ornamentation. In the cactus-room is a great assortment of that peculiar plant. A striking novelty in the palm-room is a plant from West Indies bearing an edible fruit. The fruit is said to be like honey, quite palatable and much sought by natives of the islands, but owing to the frailty of its rind it can not be successfully transported to this country. The outside covering resembles that of the American custard apple or pawpaw.

One of the most popular conservatories in the public parks is that at Garfield. Here is to be found one of the largest assortments of orchids in the city. The greenhouse contains a date palm of extraordinary dimensions—probably the largest specimen of that particular variety of palm in all Chicago. The stock of agaves or century plants is very full, and one of these plants, the gardener asserts, is known to be thirty-two years old.

Decidedly the handsomest and costliest conservatory at any of the parks is the new $50,000 edifice recently erected by the West Chicago Board of Commissioners at Douglas Park. The new building is filled with an immense quantity of rare plants. In the east wing is a large circular basin of water, in which are grown aquatic productions, including the Victoria Regia lily. Last summer this plant flourished in the basin in a way it has never been known to do before in the city, its leaves having reached the remarkable size of 7½ feet. Above the basin and ranged in a circle around the margin are suspended in baskets a splendid collection of that unique exotic, the pitcher plant, nearly all of them in bloom and no two alike.

An eucalyptus, growing in free ground indoors, measuring 47 feet in height, is one of the numerous attractive sights to be witnessed at the famous Humboldt Park conservatory. The greenhouses at Humboldt are among the largest and handsomest to be found anywhere. At the threshold are caught glimpses of banks of color and vistas of verdure of the most entrancing character, and the air is richly perfumed by heliotrope, tuberose, and orange blossoms—a veritable paradise. In the palm-room, the central plateau resembles a miniature tropical forest, and ranged around this are fern-covered and vine-clad rockeries calculated to revive memories of dense woodlands. The fernery, a separate room, is, without doubt, one of the most artistic creations of the conservatory, being arranged to show to the best advantage those lovely contrasts which are a prominent peculiarity in the foliage of this class of plants.

South Parks.—Washington Park, Jackson Park and Midway Plaisance

are known collectively and familiarly as "The South Parks." The cost to the city of the ground which they cover was $3,208,000. They are as yet in their infancy, but even now they rank among the finest parks in the world.

Ashland Boulevard.—From West Lake street to West Twelfth street, or, rather, from Union Park south to the boulevard extension of West Twelfth street, which makes the connection with Douglas Park. The finest residence street of the West Division. Elegant mansions rise on either side, from Monroe street south. There are also some handsome church edifices on the boulevard, among them the Union Park Congregational, opposite Union Park; the Third Presbyterian, between Madison and Monroe; the Fourth Baptist, near the intersection of Ashland and Ogden avenues, and Epiphany Episcopalian, at the southeast corner of Adams street. The boulevard is a fashionable drive. It is paved with asphaltum, and is the most perfect roadway in the city. This boulevard connects Washington with Twelfth, thus completing a circular drive which includes Douglas, Garfield and Union Parks.

Central Boulevard.—Connects Garfield with Humboldt Park; one and a half miles in length; average width, 250 feet. Leaves Garfield Park at West Kinzie street, runs north to Central Park avenue, east along Indiana street to Sacramento Square, north to Augusta street and Humboldt Park. This, like other West Side boulevards, has been neglected up to the present time, but improvements are now contemplated or under way which will make it a magnificent avenue. Even as it is at present, it is a pleasant drive between the two parks.

Douglas Boulevard.—Running from the west side of Douglas Park, at Albany avenue, west seven-eighths of a mile, then north seven-eighths of a mile, to Garfield Park. The roadway is kept in good repair and the drive is a beautiful one; but up to the present time, like the other West park boulevards, it has not received proper attention. The work of improvement, however, will now go on rapidly, and it is expected to be one of the finest of the boulevards before 1893. It is a very popular drive, for the circuit from Union Park to Garfield, then via Douglas boulevard to Douglas, and thence back by Ogden and West Twelfth street boulevards to Ashland boulevard and point of departure, completes a perfect summer evening's ride.

Douglas Park.—Area, 179.79 acres; situated four miles southwest of the Court-house; bounded on the north by West Twelfth street, on the south by West Nineteenth street, on the east by California avenue and on the west by Albany avenue. The district in the vicinity of this park was almost entirely destitute of residences ten years ago. Within a decade it has been built up, however, until those who have not visited the section for four or five years, or even two years, would hardly recognize it as the same. The popularity of the park, which has always been a beautiful piece of ground, has increased with the growth of the neighborhood and the improvement of the streets and drives in the vicinity. Douglas Park is beautifully laid out, well wooded and admirably situated. It has been cared for nicely of late years, and its lawns and flower beds bear evidence of skillful and faithful attention. Some of the avenues through this park are not surpassed by any in the city. The lake covers an area of seventeen acres. There is a handsome boat-house and refectory here. Douglas Park also has a medicinal artesian well with properties similar to those at Garfield and Humboldt Parks. The conservatories and propagating houses are among the largest of the system. [See Conservatories.] Vast improvements are promised for Douglas Park within the next two years.

Drexel Boulevard.—The eastern entrance to Washington Park commences at Oakwood boulevard and the junction of Cottage Grove avenue and Thirty-ninth street. It is a double driveway, 200 feet wide for its entire length, running south to Drexel avenue and southwest from that point to the park. Through the center is a wide strip of sward, covered here and there with beautiful shrubs, rose bushes and mounds. Upon the latter, which are interspersed with flower-beds of beautiful design, appear, during the summer season, unique figures wrought from flowers and foliage, and which attract thousands of sightseers annually. At the intersection of Drexel avenue is a magnificent bronze fountain, presented by the Messrs. Drexel, of Philadelphia, in memory of their father, after whom the boulevard was named. On either side of the driveways are to be seen some of the handsomest mansions and prettiest villas of Chicago. At the head of the boulevard, a few steps from the Cottage Grove avenue cable line, is the "Cottage," from which phaetons start, at intervals through the day, for a circuit of the South Parks.

Gage Park.—Area, 20 acres; situated at the junction of Western avenue and Garfield boulevard. It is laid out with trees, and will become a popular halting or half-way station, when the boulevards which enter it are completed.

Garfield Boulevard.—The first link in the chain which is intended to connect the South Park with the West Park system; 200 feet wide; extends along Fifty-fifth street from Washington Park to Gage Park, a distance of about four miles, in a direct westerly course. This boulevard is in good condition for driving, and soon will be completed. The plan is for a central driveway, bordered by grass and rows of trees, outside of which there is to be on one side a roadway for equestrians, and on the other a carriageway, the whole to be lined with elm trees.

Garfield Park.—Area 185.87 acres, situated four miles directly west of the Court-house; bounded by Madison street on the south, Lake street on the north, and running a mile and a half west from the head of Washington boulevard. This was formerly known as Central Park. The name was changed in memory of President Garfield. The lake in the center of the park covers an area of 17 acres. The park is extremely picturesque, the drives and promenades being laid out in the most enchanting manner. The boat-house is one of the finest to be seen in the park system. There is a handsome fountain here, the gift of Mrs. Mancel Talcott, and an artesian well which furnishes half the city with medicinal mineral water. It is 2,200 feet deep and discharges at the rate of 150 gallons per minute. The water is recommended for anæmia, diseases of the stomach and kidneys, and rheumatic disorders. Garfield Park is beautiful as it is, but just at present it is receiving the attention of West side citizens, who contemplate making many improvements. Opposite the west end of the park on Madison street is the West Side Driving Park; west of the park near the Lake street side are the extensive shops of the West Division Railway Company. Just beyond the park on Madison street is the Fortieth street power-house of this company, and the terminus of the Madison street line. Connecting with the cable cars an electric railway line will be shortly in operation, which will carry passengers through the town of Cicero, in view of the Grant Locomotive works and other great industries which are to be established in that section.

Grand Boulevard.—The western entrance to Washington park; 198 feet in width; beginning at Thirty-fifth street and entering the park at its north-

western angle. Is bordered by a double colonade of elms and strips of sward. The road-bed is perfect for driving. On the western side a strip is reserved for equestrians. Toward the southern end another strip is reserved for speeding fast horses. It is one of the most fashionable drives in the city. Following up the avenue connecting with Grand boulevard you are carried past the "Retreat" and on to the Washington Park Race-track. By keeping on the same course you may return by the flower-beds and back via Drexel boulevard.

Humboldt Boulevard.—This boulevard is not completed nor in such condition as to be worthy of the attention of the visitor. It is intended to connect Lincoln and Humboldt parks. At present the drive between the two most used is along North avenue; a good street, which touches at the southern extremity of Lincoln and at the northern extremity of Humboldt. While on this subject it might be well enough to say that the entire system of western park boulevards are at this time receiving the serious attention of the public. It is thought that all will be much improved before 1893. [See West Park Improvement.] Humboldt boulevard as designed will be one of the most beautiful of the system. Wrightwood avenue will probably be taken to fill the gap between Lincoln park and the north branch of the Chicago river. As shown in the commissioner's plans, Humboldt boulevard runs west a mile and a quarter to Logan square, then south one-half mile to Palmer place, which extending north two blocks opens into a third division running south three-quarters of a mile into Humboldt park at North avenue. The boulevard proper will be 250 feet wide; Logan square 400 by 800 feet; Palmer place 4,000 by 1,750; total length of drive, three miles.

Humboldt Park.—Area, 200.62 acres; situated four miles northwest from the Court House; bounded on the north by West North avenue; on the south by Augusta street; on the east by North California avenue, and on the west by North Kedzie avenue. This is one of the prettiest of the West Side parks. It is laid out beautifully, has a charming lake, splendid avenues; is clothed in superb foliage, and in the summer season makes a magnificent display of flowers. Its conservatory is conducted admirably. There is a mineral artesian well here, 1,155 feet in depth. This park is the popular resort of the northwestern part of the city, and forms one of the group of three in the West Division. Immense improvements are contemplated, both as regards the park proper and its boulevard connections.

Jackson Park.—Area, 586 acres; about eight miles from the Court House; bounded by Lake Michigan on the east; Stony Island avenue on the west; Fifty-sixth street on the north; and Sixty-seventh street on the south. This beautiful park has been brought into great prominence of late by reason of its selection as the site for a portion of the Columbian Exposition. About one-third of the park had been improved up to the present year, although immense works have been in progress for some time in preparing the unimproved portion for the public. These works included excavating and dredging for the chain of lakes which are to have connection with Lake Michigan; bridge and breakwater construction; leveling and embanking, and landscape gardening on an extensive scale. The improved portion of the park is at the northern end. Here there is a broad stretch of sward which has been used frequently as a parade ground by the militia, and by large picnic parties. This is surrounded or hemmed in by a wooded avenue of great beauty, which opens upon a sea-wall and a beautiful view of Lake Michigan. There is

erected here an immense shelter, of great architectural beauty, where thousands may, on occasion, be protected either from the heat of the sun or from a sudden rainfall. The trees and shrubbery in the improved part of the park, as well as the flowers, are very attractive, although the variety which one finds in some of the other parks is lacking. The number of trees and shrubs in the unimproved portion is comparatively small. About Sixty-first street there is one clump of oaks and maple, shot here and there with bunches of fiery sumac. There is another and a larger grove west and north of this. Beyond there, except for a few small bunches and a fringe along the west fence, the unimproved portion is unbroken by wood. Jackson park will have undergone such alterations before the close of the present year that time spent in describing it as it is to-day would be time wasted. The opportunity of making it the grandest park of the system presents itself, and it will undoubtedly be taken advantage of. [See "World's Columbian Exposition."]

Jackson Boulevard.—West Jackson street from Halsted street to Garfield Park has finally been declared a boulevard by the Supreme Court. The Park Commissioners will have the boulevard fully improved before the close of 1891.

Lake Shore Drive.—This is the grandest boulevard drive in Chicago. Beginning at the North Side Water-Works on Pine street it skirts the lake to the northern extremities of Lincoln Park, where it connects with Sheridan Road, which is nearly completed for 25 miles along the north shore. Before reaching the park some of the most magnificent mansions in the city are passed on the left. On the right is a fringe of sward, dotted with flower-beds and covered with beautiful foliage in the summer months. The lake beats against an embankment to the right, and frequently the spray is dashed across the flower-beds when the sea is high. Reaching the park you pass through beautiful avenues until you strike the Drive again. Here vast improvements are being made. Three years ago the State legislature gave the Lincoln Park Commissioners the right to issue bonds for $300,000 with which to defend the shore line against the encroachments of storm-tossed Lake Michigan. With that sum as a nucleus the commissioners designed and began work on a system of improvements which, when completed, will have cost a sum many times that raised from the original issue of bonds. Enough has now been finished to give a general idea of the work as it will appear when a continuous sea-wall will extend from Ohio street to almost the extreme northern limit of the city. The work was commenced less than two years ago at the foot of North avenue. Several hundred feet out in the lake a line of piles was driven. Powerful dredging-machines were placed in position and slowly but surely acre after acre was reclaimed from the lake. It is at this point that the Lake Shore Drive joins the boulevard now in course of construction. It is practically finished for 2,500 feet. The breakwater proper rests on piles driven thirty-five feet into the sand. On this foundation granite blocks are laid and securely cemented. Back of this starts the paved beach, forty feet in width, slanting at an angle of about twenty degrees until it meets the granilethic promenade. This promenade is the most attractive feature of the improvement and is destined to become famous. Imagine a twenty-foot promenade, smooth as glass, three miles in length, with Lake Michigan vainly striving to scale the paved beach to the east of it, and a grand boulevard lined with carriages to the west of it; a promenade commanding on one side a magnificent view of the lake, and on the other a

THE TACOMA BUILDING.

prospective of Lincoln Park with all its natural and acquired beauties. There is nothing rigid in the lines of the promenade or boulevard. Without detracting from the attractiveness of the sweeping crescent described by the sea-wall at Jackson Park, it must be said that the sinuous curves marking the contour of the Lincoln Park beach, promenade, boulevard and canal, are more artistic and pleasing. The old shore-line has been followed as nearly as possible. It is hard to improve on nature. With the shifting sands as the only obstacle to check their course, the waves have drawn along the beach curves such as would delight a follower of Hogarth. When they planned the outlines of the drive-way the commissioners wisely decided to follow nature. They have made no mistake. The objective point is Diversey avenue, the northern limit of the park. Here the regatta course will end, but the sea-wall and boulevard will be continued by the people of Lake View, who propose to make the Sheridan Road and the Lake Shore Drive continuous. The sea-wall will be extended to Byron avenue, opposite Graceland cemetery. It is thought that the park commissioners will be able to complete their part of the work by the commencement of next winter. They will then have added 100 acres to the area of the park, and have given to Chicago a boulevard and regatta course unequaled in the world. Between the new boulevard and the park there will be three connecting points. There will be land connection at the north and south ends of the park and a bridge at a point opposite Webster avenue. The canal will connect with the lake at two points, one opposite Wisconsin street and the other at Fulton avenue. The boulevard will cross these connections on steel swinging bridges of a special construction. It will be several years before the dreams of the designer will be fully realized. Rows of shade trees will be planted to the east of the boulevard, and between the trees and the edge of the regatta course the sloping lawn will be beautified in the highest style of the landscape gardener's art. Between the west shore of the regatta course and the present Lake Shore Drive is a tract of land now piled high with stone and pine bark. This will be made one of the finest features of the park. Planked thus on either side by verdure-decked banks, the canal will wind its sinuous course towards what was Fisher's garden. At no point will this placid stretch of water be less than 150 feet in width, while the average is nearer 200. At the ends it is widened to 350 feet, so as to permit boats to make a sweeping turn. Hardly less important is the improvement contemplated by the Lincoln Park Commissioners and the property owners who own the land fronting the lake between Elm and Oak streets. The sea-wall ends at Elm street on the south. With it the Lake Shore Drive practically comes to an end. The problem which has ever confronted the boards of park commissioners is to connect the North and South Side boulevard systems. In a recent message to the city council, Mayor Cregier suggested that Michigan boulevard be connected with a viaduct extending over the Illinois Central tracks and crossing the river at some point between Rush street and the lake. An expensive plan, there seems to be no other available. It is proposed to swing the boulevard out into the lake, starting at Elm street. It will curve out 1,000 feet from the present line and strike the existing beach at the foot of Ohio street. The Lake Shore Drive has for years been the fashionable rendezvous of the North Side. Thousands of carriages line the beautiful embankment on summer afternoons.

Lincoln Park.—Area, 250 acres, two and a half miles in width by one and a half miles in length; bounded by Lake Michigan on the east; Clark street on the west; North avenue on the south, and Diversey street on the south.

The southern portion was formerly a cemetery. The tomb of the Couch family remains; all others were long since removed. First board of commissioners appointed in 1869, since which time it has been under State supervision. There is embraced within this small piece of territory perhaps more attractions than can be found in any park of the country. Where nature left off art began, and the two have contributed toward making Lincoln Park the most charming in the city. The visitor will be delighted with the undulating character of the ground, the gracefully winding and curving avenues, which stretch out in every direction; the beautiful lakes, the handsome bridges, the splendid foliage, the magnificent statuary, the gorgeous banks, beds and avenues of choicest flowers, the rare and wonderful shrubbery, the pretty little dells, knolls and nooks, that lie half concealed beneath the noble trees, and last, though not least, with the zoological collection, which has contributed in no small degree toward making Lincoln Park famous. Here we find the Grant monument, facing Lake Michigan on the Lake Shore drive. This magnificent work of art was presented by the citizens of Chicago, and cost $100,000. Here, also, is the Lincoln statue, by St. Gaudieur, facing the main entrance, a splendid likeness of the great president, and pronounced one of the finest pieces of sculpture in the world. This statue cost $50,000, and was presented, together with a drinking fountain, by the late Eli Bates. Here, also, are the "Indian Group" in bronze, presented by the late Martin Ryerson; the La Salle monument, presented by Lambert Tree, and the Schiller monument, presented by German residents of Chicago. An entire day may be spent pleasantly by the visitor in Lincoln Park. The great conservatories, flower beds and zoological collection, can hardly be seen in less time. There is a comfortable refectory in the boat-house on the main lake. Boats may be rented at 25 cents an hour.

Lincoln Park Palm-House.—The plan of the new palm-house to be erected at Lincoln Park, drawn by Architect Silsbee, shows a beautiful structure of steel and glass, light, airy and picturesque, sixty feet high, resting upon a bowlder foundation of split granite. The main building is 168x70 feet, with a rear extension of seventy feet, making the entire length of the structure 238 feet. In front of the main building there is to be a lobby 25x60 feet, which is approached by a vestibule twenty feet square. The interior of the main building shows an unbroken stretch, save a few light supporting iron columns for the glass roof. The conservatory is in the rear of the palm-house. It is thirty feet wide. At the extreme north end is a room 30x60 feet, which will be exclusively devoted to the culture of orchids. This room will be further beautified by a sort of observatory tower built of pressed brick and terra-cotta trimmings. The building will be erected on two terraces northeast of the present canal vista and the animals' summer quarters. The terraces occupy the space due north of the present green-houses. The latter structure will be removed as soon as the new palm-house is completed. The main approach to the palm-house will be from the floral gardens. The new house will cost $60,000.

Michigan Avenue Boulevard.—Michigan avenue, from Jackson street on the north to Thirty-fifth street on the south, a distance of three and a quarter miles. It is 100 feet wide from curb to curb, and skirts the Lake Front Park, the site for a portion of the Columbian Exposition. Formerly the ultra fashionable residence street of the city. Now undergoing a transformation. [See "Michigan Avenue."]

Midway Plaisance.—Area, 80 acres; a woodland drive connecting Wash-

ington with Jackson Park, and, although unimproved to any extent worth mentioning up to this year, one of the most beautiful and romantic avenues within the park system. It runs between Fifty-ninth and Sixtieth streets, and is one and one-tenth miles in length. The Midway Plaisance, with adjoining lands added, will become the site of a portion of the Columbian Exposition. The plans for improvement during the next two years are elaborate. [See "World's Columbian Exposition."]

North and South Side Viaduct.—The great viaduct which is to connect the North and South Side boulevard systems will take the following route: Beginning at a point on St. Clair street south of Ohio, at a point where the Sheridan drive now terminates, the viaduct of solid masonry work fifty feet wide, exclusive of pedestrian ways on each side, takes its rise. South on St. Clair to Michigan street, thence southwestwardly across Michigan street and the parallel railroad tracks; thence south along and over a private street between Kirk's soap factory and the McCormick, thence by a drawbridge across the river and by a long span across the Goodrich steamer docks to Front street, west on Front to a private street which is a continuation of Central avenue, and south along this private street and Central avenue to the Randolph street viaduct, at which point it begins to fall. By easy stages from the viaduct in a southwestwardly direction, the new viaduct is traced across the northwest corner of the unimproved part of the Lake Front Park to Michigan avenue and Washington street, where it comes to the level of the avenue.

Oakwood Boulevard.—Connects Drexel and Grand boulevards; 100 feet wide and half a mile long. It enters Grand boulevard at Thirty-ninth street, and touches Drexel boulevard at its intersection with Cottage Grove avenue.

Ogden Boulevard.—Running southwest from the junction of West Twelfth street boulevard and Oakley avenue. Not yet completed, but being rapidly pushed forward. It will connect Ashland and West Twelfth street boulevards with Douglas Park.

Thirty-Fifth Street Boulevard.—The connecting link between Grand and Michigan avenue boulevards; sixty-six feet wide and one-third of a mile in length.

Union Park.—Area, 14.3 acres; situated one and three-quarter miles directly west of the Court House; bounded by Warren avenue on the south, Lake street on the north, Ogden avenue on the east and Ashland avenue on the west. This park, one of the oldest in the city, only passed into the hands of the Park Commissioners a few years ago. Since then it has undergone many alterations and improvements. On the northeast corner of the park stands the headquarters of the West Park Board. The lake has recently been enlarged and rebedded; many unsightly mounds have been cut away, and every year will add to its attractiveness in the future. The portion of the park, through which Washington boulevard passes, is laid out in flower beds. This is one of the most popular West Side breathing places in the summer, and on Sundays it is usually crowded.

Washington Boulevard.—The continuation of West Washington street, west from Halsted street to Garfield Park, and the driveway from the center of the city to the parks and boulevards of the West Park System. Passes through Union Park, a beautiful square. This boulevard is lined for the entire distance of nearly three miles with handsome residences. Large shade trees and a continuous strip of green sward fringe either side of the avenue.

On Washington boulevard are many fine church edifices. The Chicago Theological Seminary is passed at Union Park and Warren avenue; the Episcopalian Seminary on the north side, west of California avenue.

Washington Park.—Area, 371 acres; situated about one and a quarter miles west of Lake Michigan and about six and a half miles southeast of the Court House; bounded on the east by Kankakee avenue, on the west by Cottage Grove avenue, on the north by Fifty-first street and on the south by Sixtieth street. The finest of Chicago's parks, more by reason of its magnificent entrances, Drexel and Grand boulevards, than by any great natural or artificial attraction of its own, although its flower beds are the most beautiful of any. It lacks many of the advantages which are enjoyed by Lincoln and Jackson Parks, the contiguity of the lake being of itself one of the greatest charms of the two last named. It can not boast of a zoological garden that will compare with Lincoln Park's, nor of the magnificent monuments that are making the north shore park classical ground. But South Park has statelier trees, grander avenues, more sweeping perspectives, more charming drives than any other park in the city. It has the famous "Meadow," a stretch of velvety sward that covers 100 acres and the "Mere," with its thirteen acres of water, picturesquely sparkling behind long lines of ancient oaks and elms, and bathing the emerald banks of the mounds and knolls which almost conceal it from the view of the passing visitor. It has also its great conservatory [see Conservatories] and its splendid stables, which cover 325x200 feet, and through which you will be driven if you take a park phaeton. It has its delightful refectory, known as the "Retreat," where refreshments are served for man and beast, but its flower gardens are its greatest boast, and here the visitor will pause the longest, for the angle in front of the flower house is probably the most seductive spot Chicago has to offer the lover of the beautiful in nature. Here you will find, during the months between May and November, the best exhibition of the landscape gardening art in the world. Flowers and foliage are made to do, in the hands of the gardener, what the brush and palette accomplish for the artist. The designs are changed annually, and are always original, always interesting and always lovely. An entire day can be very pleasantly spent in Washington Park.

West Twelfth Street Boulevard.—West from Ashland avenue to Oakley avenue, were it connects with Ogden boulevard, which runs in a southwesterly direction to Douglas Park. This boulevard is planted with a double row of trees and parked through the center, street cars and traffic teams taking the roadways on either side. It is a splendid driveway and is becoming more and more popular every year.

Western Avenue Boulevard.—A zig-zag boulevard is projected to connect Douglas Park with Western avenue, which it is proposed to boulevard south to Gage Park. From the latter point, a boulevard is to extend east to Washington Park, thus connecting the West and South Side park systems. For some inscrutable reason the east and west boulevard last mentioned is called Garfield, probably with the idea in view of creating still more confusion in the nomenclature of streets, which is confused badly enough now to be a constant annoyance to residents. How strangers will be able to grapple with the intricacies of street, avenue and boulevard names is uncertain. The boulevard known as Western avenue is not beyond the point of projection, and neither is the boulevard known as Garfield, but it is probable that the completion of these connecting links will now be hastened, as they will open up a driveway from the great southwestern portion of the city to the Columbian Exposition site. [See Map.]

City Parks.—There are a number of small but very pretty parks scattered throughout the city, not under the control of the State Park Commissioners. These are maintained at the expense of the municipal government. Many of them, as a matter of fact, are of far more importance to the neighborhoods in which they are situated than the larger and more pretentious ones. Among these are the following: On the South Side: *Lake Park*, known more familiarly as the Lake Front; bounded by Lake Michigan on the east, Michigan avenue boulevard on the west, Randolph street on the north and Park place on the south. From Randolph street to Madison has been vacant in the past; the space between Madison and Jackson has been covered with the B. & O. railroad passenger depot, the First Regiment Armory, Battery D Armory and the Inter-State Exposition buildings; and the space between Jackson street and Park place only has been improved as a park. The area of the park proper is forty-one acres. This is all made ground, having been recovered from the lake by filling in with the debris of the great fire. Lake Park has come into prominence of late by reason of its having been selected as the site of a portion of the Columbian Exposition [see "World's Columbian Exposition"]. The park has been very popular with the business people of the South Side, not because of its attractions, but rather on account of the large area of free breathing space which it gives contiguous to the business center. *Groveland* and *Woodlawn* parks adjoin each other on Cottage Grove avenue, near Thirty-third street. Take Cottage Grove avenue car. These parks, together with the University grounds, which were opposite, were a gift from the Hon. Stephen A. Douglas. The University has been abandoned, and the buildings removed. [See "University of Chicago."] The Dearborn Observatory, which was formerly attached to the University, has become a part of the Northwestern University at Evanston, the great telescope having been transferred to the care of that college by the trustees. [See Northwestern University.] *Douglas Monument Square;* area, 2.02 acres; situated on the Lake shore, between Thirty-fourth and Thirty-fifth streets, and close to the two parks last mentioned. Take Illinois Central train to Thirty-fifth street. Here stands the mausoleum and monument to Stephen A. Douglas [See "Douglas Monument"], a pretty little square; from which a splendid view of Lake Michigan may be obtained. *Ellis Park;* area, 3.38 acres; situated four miles south of the Court House; between Vincennes and Cottage Grove avenues, at Thirty-seventh street. *Aldine Square;* area, 1.44 acres; situated at Thirty-seventh street and Vincennes avenue, which is surrounded by beautiful private residences, and a number of other smaller squares and parks, farther to the south. West Side: *Jefferson Park*, area, 5.5 acres; situated between Adams street on the south, Monroe street on the north, Throop street on the east and Loomis street on the west. Take Adams street car to Centre avenue or Madison street cable line to Throop street. A beautiful and popular little park, with many attractive features. *Vernon Park;* area, 4 acres; situated between Gilpin place on the south, Macalister place on the north, Centre avenue on the east and Loomis street on the west. Two miles from the Court House. Take Adams street or West Taylor street cars. *Wicker Park;* area, 4 acres; situated in the triangle between Park, North Robey and Fowler streets; three miles northwest from the Court House. Take Milwaukee avenue cable line. North Side: *Washington Square;* area, 2.25 acres; situated between North Clark street, Dearborn avenue, Lafayette place and Washington place. This is a popular resort for North Siders who do not care to go as far as Lincoln Park, and for children.

There are other parks and squares not mentioned here, such as *Campbell* and *Congress* parks on the West Side and *Dearborn* park on the South Side. The former has no attractions for the visitor. The latter is fenced in and is the proposed site of the new Public Library building. Its area is 1.43 acres, and it is situated on Michigan avenue, facing east, between Dearborn and Washington streets, opposite the north end of the Lake Front.

West Side Park Improvement.—A committee of one hundred West Side residents has in charge the matter of improving the West Side parks and boulevards immediately. The step the property owners believe it necessary to take is the issuance of not less than $1,000,000 in bonds and the levying of a tax of not less than six mills. The improvements contemplated are as follows: The total length of Humboldt boulevard as planned is 13,238½ lineal feet, comprising an area of ninety acres. Logan square is 400 feet wide, and Palmer square is the same. From Palmer square to North avenue the boulevard is, for a considerable distance, 317 feet wide. Humboldt Park contains over two hundred acres. While less than half is improved and beautified at present, the whole is to be brought under the hand of the artist and landscape architect within the next two years. Of the two and one-half miles of public streets fronting on Humboldt Park, but one and one-half miles are at present improved. The new plans contemplate the improvement and ornamentation of the whole distance. Central boulevard, from Augusta street to Grand avenue, a distance of 890 feet, is 400 feet wide; from Grand avenue to Sacramento square, a distance of 2,206 feet, it is 263 feet wide. Sacramento square is to be a 400 foot square, and from that point the boulevard is to be 250 feet wide until it reaches Central Park square, which is a distance of 3,662 feet. Central Park square is to be a 400-foot square. The seventy-five acres of unimproved grounds in Garfield Park are to be put in splendid order, and the three miles of unimproved public streets surrounding it are to be put in much better shape than the quarter of a mile of the same already improved. Douglas boulevard will be 250 wide from Colorado avenue to the square south of Twelfth street, which is a distance of 4,077 feet. The square will be the usual 400 feet, and the boulevard from that point to Douglas Park will be 250 feet wide. Douglas Park has ninety-six and a half acres improved and eighty-three and a half acres unimproved. The latter is to be beautified under the new plans, and all the public streets which surround the park are to undergo a transformation. Southwestern boulevard will be 250 feet wide from the park to the east turn, which is a distance of 2.950 feet, and will run a uniform width for its whole length of 11,148 feet. The plans also include the addition of many attractions to the parks. These will include lakes in the now unimproved portions, buildings for the accommodation of visitors, cafes, boating facilities, lawns, flowers, trees and pavilions. In short, the system when completed will be the finest in the world. The total length of all the boulevards ouside of the parks, as planned under the new order of things, is nearly eighteen miles. This will make the whole drive on the West Side nearly twenty-two miles.

POLICE DEPARTMENT.

The Police Department of the City of Chicago is under the official control of the Mayor, and is conducted by—A General Superintendent (Frederick H. Marsh); a Secretary, with rank of Lieutenant (Joseph B. Shepard); a

Chief Clerk, with rank of Captain (Michael Brennan); five Inspectors (Frederick Ebersold, commanding 1st division; Nicholas Hunt, commanding 2d division; Simon O'Donnell, commanding 3d division; Amos W. Hathaway, commanding 4th division, and George W. Hubbard, commanding 5th division); 13 Captains of Precincts, 50 Lieutenants, 50 Patrol Sergeants and 74 Desk Sergeants. The total force, including officers and men, numbers 1,870. The number of stations, including the Central Detail Station at the City Hall, is 35. The number of arrests made in 1890 was 62,230.

Central Detail.—The policemen of the Central Detail, whose station is at the City Hall, are those who do patrol duty during the day time at the bridges, railroad depots and street crossings. These are generally the picked men of the force, averaging about 6 feet in height and about 190 lbs. in weight.

Cost of Maintenance.—The amount appropriated for the maintenance of the Police Department in 1890 was, for salaries, $2,244,176 25; for new sites and buildings, $66,800; for miscellaneous supplies, $180,000; total, $2,490,-976.25.

Detective Police.—The headquarters of the detective police force is at the city hall. Detectives rank as patrolmen simply, with the same pay. [See "Police Department Salaries."] They are not uniformed. The detectives of the Chicago force have proved themselves to be experts on many occasions. Of late they have shown more real ability than ever before.

Division Headquarters and Precincts.—The division headquarters and precinct stations are located as follows: Central Detail, City Hall, in charge of a captain and two lieutenants.

1st division headquarters, Harrison st and Pacific ave.; 1st precinct, Harrison st. and Pacific ave.; 2d precinct, 318 Twenty-second st.; 3d precinct, 2523 Cottage Grove ave.; 4th precinct, 142 Thirty-fifth st.; 5th precinct, Thirty-fifth st., near South Halsted st.; 6th precinct, 2913 Deering st.

2d division headquarters, Fifty-third st. and Lake ave.; 7th precinct, Halsted and Root sts.; 8th precinct, Fiftieth and State sts.; 9th precinct, Fifty-third st. and Lake ave.; 10th precinct, Sixty-fourth st. and Wentworth ave.; 11th precinct, Grand Crossing; 12th precinct, South Chicago; 13th precinct, Hegewisch; 14th precinct, Kensington; 15th precinct, Brighton Park.

3d division headquarters, Morgan and Maxwell sts.; 16th precinct, Morgan and Maxwell sts.; 17th precinct, 187 Canalport ave., near Halsted st.; 18th precinct, 691 Hinman st., cor. S. Paulina st.; 19th precinct, 587 W. 13th st., near Oakley ave.; 20th precinct, Lawndale.

4th division headquarters, 19 S. Desplaines st.; 21st precinct, W. Lake and W. 43d sts.; 22d precinct, 19 S. Desplaines st.; 23d precinct, 609 W. Lake st.; 24th precinct, 256 and 258 Warren ave.; 25th precinct, 231 W. Chicago ave., near Milwaukee ave.; 26th precinct, 34 Rawson st., near Elston ave.; 27th precinct, 478 W. North ave., near Milwaukee ave.; 28th precinct, Milwaukee ave. and Attrill st.; 29th precinct, Irving Park.

5th division headquarters, 242 Chicago ave.; 30th precinct, 242 Chicago ave.; 31st precinct, Larrabee st. and North ave.; 32d precinct, 958 N. Halsted st.; 33d precinct, Diversey and Sheffield aves.; 34th precinct, N Halsted st. and Addison ave.; 35th precinct, Thirty-fifth st., near S. Halsted st.; 6th precinct, 2913 Deering st., near Archer ave.

Headquarters.—The headquarters of the police department are located in the City Hall.

Police Station Matrons.—Twenty matrons, each receiving $630 per annum, are employed at the principal precinct stations, to care for females and children arrested. The matron service is carefully supervised by the Woman's Christian Temperance Union.

Patrol System.—The Patrol Wagon system, which is worked to perfection in this city, had its origin in Chicago. From the patrol boxes located at convenient corners, or by telephone from any point, place of business or residence, a patrol wagon containing from four to eight police officers may be summoned at any hour of the day or night. The response is quick, surprisingly so to strangers, who are always interested in its operation. The telephone and telegraph are constantly employed in connection with the police system of Chicago, and some arrests of dangerous and notorious characters have been made within recent months by the operations of this system that could not have been accomplished under the old methods. The patrol service is also an ambulance corps, and renders valuable assistance in rescuing the injured in accidents, or in carrying to hospitals those who are suddenly stricken with illness. Besides the patrol wagons there are two regular ambulances connected with the department, and others are to be added. The number of patrol wagons in the service is 35.

Policemen's Benevolent Fund.—The policemen of Chicago are retired on half pay after twenty years of service. They have also a benevolent organization [see Eleemosynary Support], assisted by the municipality, called "The Policemen's Benevolent Association," which cares for its members if they become disabled, and for the wives and orphans of deceased officers. Of this fund Captain Michael Brennan is treasurer. In his report for 1890 he made the following handsome showing:

RECEIPTS.		EXPENDITURES.	
Balance on hand	$ 9,720 40	Paid to widows	$48,000 00
Annual benefit at Auditorium	35,606 25	Sick benefits	2,924 00
Dues and initiations	28,948 50	Funeral expenses	3,000 00
Donations	696 00	General expenses	653 33
Theater tickets 1889	145 00	Expenses theater benefit	9,082 50
Total	$75,116 15	Total	$63,659 83

Members in good standing	1,538
Admitted during year	347
Number of deaths	24
Dropped out	55
Assessments ordered	7
Cost to each member	$ 20 08

Rogues' Gallery.—Now called "The Bureau of Identification." The gallery is in charge of the police photographer and is situated in the City Hall basement. Visitors are not allowed except by special permission. The albums contain the photographs of thousands of noted criminals of this and other cities.

POPULATION STATISTICS.

The present ratio of gain in the population of the city of Chicago is 1,000 per week. In the ten months, or, say forty weeks, intervening between the time of the completion of the school census, in June, 1890, and the present time, April, 1891, forty thousand persons would, therefore, be added to the

THE GRAND VESTIBULE OF THE ROOKERY.

population of the city. The school census figures were 1,208,669. Add 40,000, and we have 1,248,669. Add additions to population by annexation, since June, 1890 (9,900), and we have 1,258,569. It is perfectly safe, therefore, to claim for Chicago in the summer of 1891, in round numbers, a population of one million and a quarter. The statements which follow are all based upon school census returns.

Growth by Wards.—In order to illustrate the rapidity with which the population of Chicago increases, the following tables, showing the increase in the inhabitants of the different wards between 1888 and 1890 is given. Comparison is made between the school census returns of both years:

Ward.	*Population in 1890.*	*Population in 1888.*	*Increase.*
1	44,897	32,333	12,564
2	30,652	26,964	3,688
3	30,511	28,052	2,459
4	31,415	26,236	5,179
5	40,642	40,067	575
6	45,199	40,512	4,687
7	45,699	36,398	9,301
8	36,539	33,497	3,342
9	41,411	36,592	4,819
10	42,925	33,435	9,490
11	37,182	32,298	4,884
12	52,127	40,536	11,591
13	37,501	32,023	5,478
14	40,724	31,350	9,374
15	42,342	29,761	12.681
16	58,699	50,750	7,949
17	28,333	24,589	3,744
18	35,126	31,667	4,459
19	48,590	41,671	6,919
20	27,126	22,597	4,715
21	35,335	30,620	4,529
22	36,505	32,283	4,222
23	41,519	38,579	2,940
24	35,120	30,141	4,979

These are the old wards. The population of the new wards must be compared with the population of the townships in which they are situated.

Townships.	*Wards.*	*Population in 1890.*	*Population in 1888.*	*Increase.*
Lake View	25	23,788	46,164	5,627
	26	28,003		
Jefferson	27	11,368	11,552	1,935
Part of Cicero	28	8,785	6,850	
Lake	29	31,139	84,585	17,860
	30	49,718		
	31	21,586		
Hyde Park	32	29,412	67,062	11,191
	33	29,236		
	34	29,611		

The large increase in the population of Jefferson was due to the fact that a great portion of it, containing about 4,000 persons, was annexed during 1889.

Nationalities Represented.—Chicago is a thoroughly cosmopolitan city. Less than one-fourth of her people are of American birth—fully one-third

of the 292,463 native-born citizens are of immediate foreign extraction. The following is a careful estimate of the nationalities represented.

American	292,463	Hollanders	4,912
German	384,958	Hungarians	4,827
Irish	215,534	Swiss	2,735
Bohemian	54,209	Roumanians	4,350
Polish	52,756	Canadians	6,989
Swedish	45,877	Belgians	682
Norwegian	44,615	Greeks	698
English	33,785	Spanish	297
French	12,963	Portuguese	34
Scotch	11,927	East Indians	28
Welsh	2,966	West Indians	37
Russian	9,977	Sandwich Islanders	31
Danes	9,891	Mongolians	1,217
Italians	9,921		1,208,669

Population by Divisions.—According to the census of 1880 the South Division had a population of 127,266, the West Division 276,321, and the North Division 99,717. Between 1880 and 1889 the West gained rapidly on the other sides, until, before the annexation of adjoining towns, it was estimated to contain two-thirds of all the inhabitants in the city. The acquisition of the populous towns of Hyde Park and Lake, on the South, and Lake View and Jefferson, on the North, by the vote of 1889, however, swelled the population of these divisions to a point which considerably weakened the ascendency of the West Division.

Following is the population by Divisions, according to the school census of 1890:

Total population of South Division, comprising the South Town wards and those of Lake and Hyde Park, male, 222,077; female, 191,845; total, 413,922.

Total population West Division, comprising the West Town wards and Twenty-eighth ward (annexed portion of Cicero), male, 297,722; female, 258,261; total, 555,983.

Total population North Division, comprising the North Side wards and those of Lake View and Jefferson, male, 126,091; female, 112,673; total 238,764.

Population Summary.—Of the 1,208,669 inhabitants in Chicago in 1890, 645,890 were males and 562,779 were females. There were 735,435 persons over 21 years of age, of whom 409,676 were males and 325,759 were females. The total number of persons under 21, 473,234; 236,214 being males and 237,020 being females. The number of school children between 6 and 14 was males, 84,272; females, 81,344; total 165,621. The total number of children under 6 was 183,801. The blind numbered 183; deaf and dumb, 427—males, 203; females, 224. The total number of pupils in private schools was 39,906; total number of pupils in public schools 135,551. The total number of children under 21 who had finished their studies was 35,246, while there were 35,246 who had to work but would have attended school had they an opportunity. The total number between 12 and 21 who could not read or write English was but 2,599, of whom 1,200 were males. The total number between 6 and 14 who did not attend school was 6,216. The colored people of all ages in the city were 14,490—7,932 males, 6,558 females. The Mongolians numbered 1,217, of whom only 10 were females. The population of the annexed districts was 262,640, as against 216,213 in 1889, and within the old city boundaries 946,029, as against 802,651 in 1889.

Population of Cook County.—The population of Cook County, Ill., in which Chicago is situated, according to the United States Census of June, 1890, was 1,189,258 against 607,524 in 1880. This is grossly incorrect. The population of the county outside of the city is not less than 100,000, which, added to the estimate of $1,250,000 for the city at the present time, makes the population of Cook county 1,350,000.

Population of Illinois.—The population of Illinois, according to the United States census of June, 1890, was 3,801,285, which gave her the third place among the States of the Union—New York ranking first and Pennsylvania, second. By census districts the count was as follows:

First District	1,225,292	Sixth District	384,928
Second District	342,500	Seventh District	352,940
Third District	393,155	Eighth District	352,378
Fourth District	400,092		
Fifth District	370,000	Total	3,801,285

If the error made in the count of Chicago, which is included in the first district, be taken into account, and the gain in population since June, 1890, be added, the population of Illinois in April, 1891, can be fairly said to exceed four millions.

POST-OFFICE.

The limits or jurisdiction of the postmaster of the Chicago Post-office covers less than one-third of the area of the city proper, the outlying post-offices being entirely distinctive, and having postmasters of their own. [See "Outlying Chicago Post-Offices."] The central or general office is located in the business portion of the city. It has eleven carrier stations and twenty-two sub-postal stations, distributed at various points within said jurisdiction. The force employed consists of about 650 regular carriers, 200 substitute carriers, 687 regular clerks and sixty substitute clerks, making a total of 1,597 employes. Of this force, eighty carriers, thirty-six horses and thirty-six wagons are employed in the collection of the mail from the street letter-boxes.

Branch Offices.—The city branch post-offices, or sub-stations, are located as follows: North Division Station, 355—359 N. Clark, nw. cor. Oak, Supt. Theodore Stimming; Northwest Station, 517 Milwaukee ave., Supt. W. S. Householder; West Division Station, W. Washington, cor. S. Halsted, Supt. George Berz; West Madison Street Station, 981 W. Madison, Supt. S. S. Corson; Southwest Station, 543 Blue Island ave., Supt. John Vanderpoel; South Division, 3217 State, Supt. A. S. Reynolds; Cottage Grove Station, 3704 Cottage Grove ave., Supt. Peter Witt; Stock Yard Station, S. Halsted cor. 42d, Supt. Frank Ketchum; Lake View Station, 1353 Diversey ave., Supt., — — —; Humboldt Park Station, 1576 Milwaukee ave., Supt. H. S. Worth; Hyde Park Station, 142 Fifty-third, Supt. B. F. Head. Sub-Postal Stations: Twenty-second Street Station, 86 Twenty-second, Supt. E. F. Brooks; Ogden Avenue Station, 324 Ogden ave., Supt. H. R. Tyner.

City Delivery.—Free delivery of letters by faithful carriers will be secured by having the letters addressed to the street and number.

Closing of Foreign Mails—Foreign visitors will be guided by the following rules of the closing of mails: Mails for Great Britain and Ireland dispatched in closed bags as follows: Sundays, Mondays and Thursdays via New York, close 4 P. M. For Denmark, Norway and Sweden, dispatched in closed bags, Sundays, Mondays and Thursdays close 4 P. M. For Germany, dispatched in closed bags, Mondays and Thursdays. For China, Japan, New Zealand, Australia, Sandwich Islands, Fiji Islands, Samoa, and special addressed matter for Siam, close daily at 2 P. M., sent to San Francisco for dispatch in closed bags from that office. Note: Mails for countries not named above close daily 4 P. M. and are sent to New York for dispatch in the closed bags from that office. For Canada, Province Ontario and Quebec, close 7 A. M. and 8 P. M. daily except Sunday, Sunday 5 P. M. Hamilton (city), Ontario, Toronto (city), Ontario, special despatch close daily at 2:30 P. M. Quebec, London special dispatch close daily 10 A. M. Mail for above points close Sundays 5 P. M. For Nova Scotia, New Brunswick, Prince Edward's Island and Newfoundland close daily at 8:15 A. M. and 7 and 8 P. M. For British Columbia and Manitoba, close daily at 2 A. M. Foreign postage tables will be found in the public lobbies of the main and branch offices. For Mexico, close daily at 8:15 A. M. and 8 P. M.

Increase of Business.—The following shows the business of the Chicago Post-office for the five years ending June 30, 1890, and the probable increase, providing the same ratio is maintained for the five years ending June 30, 1895:

	Gross Revenue.		Gross Disbursements.	
	Amount.	*Increase per cent.*	*Amount.*	*Increase per cent.*
1885	$1,930,363	.....	$ 726,860	5.9
1886	2,026,274	5.0	769,441	8.7
1887	2,226,841	10.0	836,146	3.9
1888	2,470,439	11.0	868,782	11.0
1889	2,784,304	12.7	964,418	17.8
1890	3,126,840	12.3	1,131,474	.....
COMING FIVE YEARS.				
1891	$3,445,757	10.2	$1,237,832	9.4
1892	3,797,223	10.2	1,354,188	9.4
1893	4,184,539	10.2	1,481,481	9.4
1894	4,611,361	10.2	1,620,740	9.4
1895	5,081,198	10.2	1,773,049	9.4

In this table the rate of increase is estimated by the same method adopted in reference to the New York office. But, unless all expectations prove delusive, the increase in the receipts of the Chicago office will far outrun these figures. It would not surprise any observer of the growth of Chicago and the expansion of its business, if these should be so accelerated during the next two years from natural causes and by reason of the World's Fair that the receipts of this post-office for the year ending June 30, 1893 should bound up to $6,000,000. In that event, which is entirely within probability, the

urgency for increased post-office accommodations to take care of such business is 50 per cent. greater here than in New York, for our local office is already accomplishing more with proportionately less facilities and expenditures than is the New York office.

Inspector's Department.—Located on top floor of Post-office building: Inspector, James E. Stuart, in charge of Chicago Division, comprising the States of Illinois, Iowa, Michigan, Wisconsin, Minnesota and Dakota. Assistants: Angrew Isle, Miss Lenore Mooney, Geo. A. Smith. All cases of irregularities, depredations or violations of postal laws, should be reported to the Inspector.

International Money Order System.—Orders can be obtained upon any money-order office in Great Britain and Ireland, Germany, Austria, Belgium, Holland, Denmark, Sweden, Norway, Switzerland, Italy, Canada, France, Algeria, Japan, Portugal, The Hawaiian Kingdom, Jamaica, New Zealand, New South Wales, Hungary, Egypt, and Hong Kong, India and Tasmania, Queensland, Cape Colony, The Windward Islands and the Leeward Islands for any sum not exceeding $50 in United States currency. No single order issued for more than $50. Parties desiring to remit larger sums must obtain additional money-orders. There is no limit to the number of orders in the International Money-order System. The fees for all International Money-orders, are on orders not exceeding $10—10 cents; over $10 and not exceeding $20—20 cents; $20 and not exceeding $30—30 cents; $30 and not exceeding $40—40 cents; $40 and not exceeding $50—50 cents.

Mail Train Service.—There are 220 mail trains arriving and departing from the city daily, excepting Sunday; of these trains 118 have railway post-offices attached, in which 300 clerks are daily employed in the distribution of the mails while in transit. In addition to this number of railway clerks, a force of thirty-three clerks employed by the Chicago post-office is sent out on the night trains to the meeting point of incoming railway post-office trains, on which they return to distribute and make up the mail for the main office and stations, for immediate delivery by carriers upon arrival. This system of quick delivery of incoming mails was instituted by the present postmaster, Col. James A. Sexton. By this method sixty-five to seventy per centum of the mails received during the twenty-four hours is placed upon the counters of banks and business houses in the business portion by 9 o'clock in the morning. There are 110 separate mails closed daily for despatch, the first close being made at 3:20 A. M., and the last at 10:30 P. M. A corresponding number of mails is received daily. There are also used daily 1,014 leather bags, and 2,930 canvas bags in conveying the mails to and from the post-office and railway trains. The weight of the empty bags alone amounted to 3,249,253 pounds for the year. The headquarters of the 6th Division Railway Mail Service, comprising the States of Illinois, Iowa, Nebraska, and Wyoming Territory, are located in Chicago. In this division 856 railway clerks are employed in the distribution of the mails on the cars. During the year ending June 30, 1890, these clerks traveled 33,330,704 miles. The Division of Post-office Inspectors, comprising the States of Illinois, Iowa, Wisconsin, Michigan, Minnesota and the two Dakotas, have their headquarters here. The Inspector in charge has fifteen inspectors under his supervision, with 10,000 postmasters and their innumerable employes to look after.

Officers of the Post-office.—The principal officers of the post-office are:

Postmaster, James A. Sexton; Assistant Postmaster, John M. Hubbard; Supply Clerk, J. W. Ward; Record Clerk, John Matter; Superintendent, John A. Montgomery; Private Secretary, Horace H. Thomas; Cashier, Charles Catlin; Book-keeper, T. R. Melody; Superintendent of City Delivery, M. J. McGrath; Superintendent Money-order Division, H. P. Thompson; Superintendent of Registry Division, R. T. Howard.

Outlying Chicago Post-offices.—There are, aside from the general post-office and its branches in the different divisions of the old city, fifty-three separate and distinct post-offices within the corporate limits of Chicago, as follows: Argyle Park, corner Winthrop avenue and Argyle street; Auburn Park, corner Seventy-ninth and Wright streets; Avondale, corner of Kenzie and Belmont avenues; Bowmanville, Lincoln avenue, near Fifty-ninth street; Buena Park, opposite railroad station of that name; Burnside Crossing, corner Cottage Grove and Lyon avenues; Calumet, Clinton, near Eighty-ninth street; Central Park, 4131 West Lake street; Cheltenham, 159 Cheltenham place; Chicago Lawn, corner Sixty-third street and Central Park avenue; Colehour, 10301 Avenue K; Cragin, opposite railroad station of that name; Crawford, Butler avenue, near Twenty-fourth streeet; Cummings, Torrence avenue, near One Hundred and Seventh street; Dunning, corner of Cherry street and Irving Park boulevard; Edgewater, on Chicago & Evanston railroad; Elsdon, Fifty-first street, near Trumbull avenue; Englewood, 6211 Wentworth avenue; Englewood Heights, corner Eighty-ninth and Page streets; Forest Glen, corner Elston and Forest Glen avenues; Forest Hill, corner Seventy-ninth and Robey streets; Gano, corner One Hundred and Sixteenth and Dearborn streets; Grand Crossing, corner Seventy-fifth street and Wilson avenue; Havelock, corner Front street and Cemetery avenue. Hegewisch, 13303 South Chicago avenue; Hermosa, Armitage street, near Keeney; High Ridge, corner Weber avenue and Chicago & North-Western railway; Irving Park, Charles avenue, near Irving Park boulevard; Jefferson, Milwaukee avenue, near Maynard street; Judd, corner Ninety-third street and Washington avenue; Kensington, Kensington avenue, near Front street; Linden Park, corner Robinson avenue and Kinzie street; Mandell, corner West Forty-eighth and Harrison streets; Maplewood, corner of Evergreen and Maplewood avenues; Mayfair, St. James street, near Franklin; Mont Clare, at the railroad station of that name; Moreland, corner West Forty-eighth and Kinzie streets; Pacific, at the railroad station of that name; Park Manor, 6760 South Chicago avenue; Parkside, Stony Island avenue, near Sixty-ninth street; Pullman, corner Morse avenue and One Hundred and Twelfth street; Ravenswood, east of Ravenswood park, near Wilson avenue; Riverdale, corner Indiana avenue and One Hundred and Thirty-sixth street; Roseland, corner Michigan avenue and Union street; Simons, Kimball avenue, near Bloomingdale road; South Chicago, 9150 Commercial avenue; South Englewood, corner Vincennes avenue and Halsted street; South Lynne, Sixty-fifth street and Chicago, St. Louis & Pittsburgh railroad; Summerdale, near Fifty-ninth street and Ravenswood park; Washington Heights; Wildwood, Indiana avenue, near One Hundred and Thirty-third street; Woodlawn Park, corner Sixty-third street and Illinois Central railroad.

Post-office Building.—Located on the square bounded by Adams street on the north, Jackson street on the south, Dearborn street on the east and Clark street on the west, in the heart of the business center, within easy walking distance of all the great hotels, railroad depots and street car terminals. The erection of the building was commenced in 1871, after the great fire, in

which the old post-office building, northwest corner of Dearborn and Monroe streets, where the First National Bank building now stands, was destroyed. Architecturally and mechanically the structure is a failure. Although costing in the neighborhood of $5,000,000, it has been an eyesore to the people of Chicago, a perfect blot upon the architectural beauty of the city, and inconvenient, inadequate and unsafe for the purposes to which it is dedicated. When erected it was supposed to be large enough to meet the demands of the Chicago postal service for fifty years to come. Inside of ten years it proved to be too small. The building as it stands to-day is hardly worth a description. The visitor, however, will be interested in walking through it, because of the immense volume of business conducted there, and the bustling crowds to be met with in the corridors. A new post-office to cost between $5,000,000 and $6,000,000 will shortly take its place. Whether the same site will be occupied is not definitely settled at this writing. The building is also occupied by the Custom-house officers and the United States courts.

Postal Notes.—Postal notes for sums not exceeding $4.99 will be issued on payment of a fee of three cents each. These notes are made payable to bearer at any money order office in the United States which the purchaser may designate.

Railway Mail Service.—Room 82 Postoffice building. Superintendent of Sixth Division, James E. White; Asst. Supt., L. L. Troy.

Railway Post-offices.—Railway post-offices are established on all lines from Chicago. These offices run upon nearly all trains, and letters may be mailed at the cars up to the moment prior to the departure of the trains. Stamps of the denomination of two cents may be had at the cars.

Rates of Postage.—The letter rate of postage is two cents for each ounce, or fraction thereof, throughout the United States and Dominion of Canada. The postage on letters dropped in the office for delivery in the city is two cents per ounce. All letters must be fully prepaid by stamps. The following classes of letters are not advertised: Drop letters, box letters, letters directed and sent to hotels and thence returned to the post-office as unclaimed; letters returned from the dead-letter office to writers, and card request letters; circulars, free packets, containing documents, speeches, and other printed matter. N. B.—A request for the return of a letter to the writer within thirty days or less, written or printed with the writer's name, post-office and State across the left-hand side of the envelope, on the face side, will be complied with. Such letters will be returned to the writer free of postage.

Mail Matter of the Second Class.—This class embraces newspapers and other periodical publications, issued not less than four times a year, from a known office of publication, and bearing a date of issue, and which have no cloth, leather, or other substantial binding. Such publications must have a legitimate list of subscribers, and must not be designed primarily for advertising purposes, or for free circulation. The rate of postage on second-class matter, when sent from the office of publication (including sample copies), or when sent from a news agent to actual subscribers, or to other news agents, is one cent per pound, or fraction thereof; but if sent by any other than the publisher, or a news agent, is one cent for each four ounces, or fraction thereof.

Mail Matter of the Third Class.—This class embraces transient newspapers and periodicals, books (printed), photographs, circulars, proof-sheets, and corrected proof-sheets with manuscript copy accompanying the same, and all matter of the same general character, as above enumerated. The rate of postage is one cent for each two ounces, or fractional part thereof, except on transient newspapers and periodicals of the second class, which will be one cent for each four ounces, or fraction thereof.

Mail Matter of the Fourth Class.—This class embraces labels, patterns, playing cards, addressed tags, paper sacks, wrapping paper, and blotting pads, with or without printed advertisements thereon, bill heads, letter heads, envelopes plain, or printed addresses thereon, ornamented paper, and all other matter of the same general character. This class also includes merchandise and samples of merchandise, models, samples of ores, metals, minerals, seeds, &c., and any other matter not included in the first, second or third classes, and which is not in its form or nature liable to damage the contents of the mail bag, or harm the person. Postage rate thereon, one cent for each ounce, or fraction thereof.

Receipts and Revenues of the Chicago Post-office.—The receipts of the Chicago office and sub-stations (exclusive of the fifty-three outlying post offices) for the last fiscal year amounted to $3,126,840.68, and the expenses to $1,131,474.24, showing a net income of $1,995,366.44, or profit of nearly $2,000,000 for the year. During the same period the mail matter delivered and dispatched from the Chicago office amounted to 35,500,641 pounds, or 519,414,681 pieces, while the number of registered articles handled and not included in the above amounted to 3,097,986 pieces. In addition to this, the number of money-order transactions reached 1,879,292, aggregating a sum of $19,288,947.54, in that department of the office alone. The amount of mail in transit through the city of Chicago and transferred from incoming to outgoing trains is estimated to have reached the enormous bulk of 27,375 tons for the year.

Receipts for 1890.—The receipts of the Chicago post-office for 1890 were $3,318,889, as against $2,952,450 for 1889; percentage of increase, 12½ per cent.

Registry Department.—Letters can be registered to all parts of the United States upon payment of a fee of ten cents in addition to the regular postage.

Salaries of Officers.—Postmaster, $6,000 per annum; assistant postmaster, the superintendent of the city delivery, the superintendent of mails, the superintendent of the money order department, the superintendent of the registry department, the cashier and the accountant, $4,000 per annum; clerks, from $800 to $1,200, according to length of service; carriers, from $600 to $900, according to length of service.

United States Money Order System.—The Fees for Money-orders are: On orders not exceeding $5—5 cents; over $5 and not exceeding $10—8 cents; over $10 and not exceeding $15—10 cents; over $15 and not exceeding $30—15 cents; over $30 and not exceeding $40—20 cents; over $40 and not exceeding $50—25 cents; over $50 and not exceeding $60—30 cents; over $60 and not exceeding $70—35 cents; over $70 and not exceeding $80—40 cents; over $80 and not exceeding $100—45 cents; no fraction of cents to be introduced in the order. No single order issued for more than $100. Parties desiring to remit larger sums must obtain additional money-orders. No applicant, however, can obtain in one day more than three orders payable at the same office and to the same payee.

LOOKING SOUTH ON ASHLAND AVENUE.

PRIVATE EDUCATION.

Aside from Chicago's magnificent public school system, which employs 2,842 trained teachers, and which are attended by 135,551 pupils, private instruction is conducted on an extensive scale in the city. The total number of pupils enrolled in private schools is 62,713. The number of teachers employed in private schools is 11,640. Following is a complete list of the kindergartens, private and parochial schools, academies, seminaries, colleges, etc., in Chicago:

First Ward.—Chicago Business College, 45 Randolph st., teachers 4, pupils, male 175, female 75; Bryant & Stratton's Business College, Wabash ave. and Washington st., teachers 24, pupils, male 500, female 150; Chicago Athenæum, 50 Dearborn st., teachers 22, pupils, male 537, female 238; Illinois College of Pharmacy, 40 Dearborn st., teachers 7, pupils, male 97, female 5; Union College of Law, 40 Dearborn st., teachers 5, pupils, male 164, female 4; Central College of Shorthand, 94 Dearborn st., teachers 4, pupils, male 20, female 30; Chicago Conservatory, the Auditorium, teachers 20, pupils, male 126, female 134; Illinois Musical College, corner State and Randolph sts., teachers 2, pupils, male 50, female 100; School of Language, Central Music Hall, teachers 5, pupils, male 50, female 150; Chicago Musical College, State and Randolph sts., teachers 33, pupils, male 433, female 867; Brown & Holland, shorthand and typewriting, 210½ South Clark st., teachers 2, pupils, male 100, female 200; Metropolitan Business College, corner Monroe st. and Michigan ave., teachers 13, pupils, male 350, female 100; Chicago Dramatic and Musical College, 116 Monroe st., teachers 4, pupils, male 60, female 40; Kimball Shorthand School, 85 E. Madison st., teachers 2, pupils, male 15, female 30; Munson's Shorthand School, corner Monroe and Dearborn sts., teachers 2, pupils, male 49, female 124; Perrin's Shorthand School, 125 Dearborn st., teachers 2, pupils, male 24, female 36; Marr's Shorthand School, Chicago Opera House, teachers 5, pupils, male 50, female 50; Chicago Art School, Michigan ave. and Jackson st., teachers 9, pupils, male 106, female 130; St. Paul's Home for Boys, 45 Jackson st., teachers 2, pupils, male 38; Pacific Garden Mission, 40 Fourth ave., teachers 5, pupils, male 28, female 42; Chicago College of Pharmacy, 465 State st., teachers 7, pupils, male 274, female 6; Bethesda Kindergarten, 406 South Clark st., teachers 5, pupils, male 25, female 30; Hebrew Free School, 104 Pacific ave., teachers 3, pupils, male 62; St. Peter's, corner Clark and Polk sts., teachers 3, pupils, male 50, female 50; Nardi Italian Mission, 505 Clark st., teachers 5, pupils, male 12, female 10; Chicago Manual Training School, Twelfth st. and Michigan ave., teachers 10, pupils, male 250; Lyman's School of Elocution, Argyle building, teachers 1, pupils, male 40, female 70.

Second Ward.—Northwestern College of Dental Surgery, 1201 Wabash ave., teachers 10, pupils, male 45, female 2; Railroad Chapel Kindergarten, 1419 State st., teachers 4, pupils, male 25, female 28; Newsboys' Home, 1421 Wabash ave., teachers 1, pupils, male 65, female 3; St. John's Boys' School, 1715 South Clark st., teachers 3, pupils, male 225; St. John's Girls' School, 1713 Butterfield st., teachers 5, pupils, female, 250; Women's Union Kindergarten, 1627 South Clark st., teachers 3, pupils, male 36, female 40; Home of the Friendless, 1926 Wabash ave., Kindergarten, teachers 4, pupils, male 21, female 15, private teachers 5, pupils,

male 41, female 46; Allen's Academy, 1832 Wabash and 1836 Michigan ave., teachers 7, pupils, male 85, female 33; Miss Martin's, 1626 Indiana ave., teachers 6, pupils, male 13, female 79; Christian Science Theological Seminary, 2019 Indiana ave., teachers 3, pupils, male 10, female 20; Dearborn Seminary, Twenty-second st., and Calumet ave., teachers 12, pupils, female 90; Holman & Dickerson's, 2115 Indiana ave., teachers 10, pupils, female 95; Harvard School, 2101 Indiana ave., teachers 12, pupils, male 120; Jewish Training School, 91 Twenty-first st., teachers 2, pupils, female 60; Chicago Orphan Asylum, 2228 Michigan ave., teachers 9, pupils, male 143, female 102; Charity Kindergarten, 2351 State st., teachers 4, pupils, male 34, female 35; Allen's School, 2253 Calumet ave., teachers 13, pupils, male 65, female 36; Loring's School, 2536 Prairie ave., teachers 20, pupils, male 20, female 125; R. Reid's School, 2359 Calumet ave., teachers 5, pupils, male 50, female 35; Baptist Training School, 2411 Indiana ave., Kindergarten, teachers 4, pupils, male 10, female 35; parochial, teachers 2, pupils, female 28.

Third Ward.—Northwestern Dental University, 51 Twenty-sixth st., teachers 9, pupils, male 24; St. Xavier Academy, 2834 Wabash ave., teachers 25, pupils, male 190; St. James, 2924 Wabash ave., teachers 19, pupils, male 525, female 540; Swedish Mission School, Thirtieth and La Salle sts., teachers 1, pupils, male 16, female 12; Kindergarten, 3033 Vernon ave., teachers 2, pupils, male 7, female 13; Kindergarten, 3017 Groveland ave., teachers 1, pupils, male 6, female 10; Soper's Typewriting School, 3009 Michigan ave., teachers 1, pupils, male 15, female 20; R. H. Spaid's Kindergarten, Thirty-first st., teachers 5, pupils, male 8, female 16; Shorthand School, 2151 Indiana ave., pupils, male 1, female 20; Miss Nash's School, corner Thirty-first st. and Indiana ave., teachers 2, pupils, male 6, female 10; Miss White's School, 3245 Indiana ave., teachers 4, pupils, male 12, female 28; Madam Kuntz's School, 3119 Indiana ave., teachers 5, pupils, male 21, female 65; St. Paul's Kindergarten, corner Twenty-ninth st. and Prairie ave., teachers 3, pupils, male 15, female 20.

Fourth Ward.—Central Bible School, College pl., teachers 4, pupils, male 3, female 23; College of Life School, College pl., teachers 2, pupils, male 8, female 5; A. Scranton's School, 69 Thirty-first st., teachers 4, pupils, male 36, female 45; St. Joseph's Orphan Asylum, Lake ave. and Thirty-fifth st., teachers 16, pupils, male 1, female 90; Ellis Avenue Kindergarten, 3731 Ellis ave., teachers 2, pupils, male 10, female 7; Mrs. Ross, 3732 Lake ave., teachers 6, pupils, male 6, female, 40; Armour Mission Kindergarten, corner Thirty-third and Butterfield sts., teachers 9, pupils, male 75, female 75; Drexel Kindergarten, 3711 Cottage Grove ave., teachers 3, pupils, male 10, female 20; Home and Day School, 32 East Thirty-third st., teachers 4, pupils, male 7, female 8.

Fifth Ward.—Hereford Free Kindergarten, 406 Twenty-second st. teachers 6, pupils, male 35, female 40; Kindergarten, 101 Bushnell st., teachers 5, pupils, male 30, female 50; Kindergarten, Twenty-third st. and Wentworth ave., teachers 7, pupils, male 47, female 65; Eva Sadams', 370 Twenty-fifth st., teachers 1, pupils, male 29, female 17; St. John's, 426 Twenty-fifth st., teachers 1, pupils, male 45, female 47; St. Stephen's, corner of Twenty-fifth st. and Wentworth ave., teachers 1, pupils, male 9, female 19; Bohemian, 426 Twenty-fifth st., teachers 1, pupils, male 53, female 27; Grace School, 167 Twenty-third pl., teachers 1, pupils, male 19

female 23 ; Burr Mission, Twenty-third st. and Wentworth ave., teachers 1, pupils, male 30, female 38 ; Kindergarten, 2317 Wentworth ave., teachers 1, pupils, female 60 ; St. Antonius', Twenty-fifth st. and Portland ave., teachers 3, pupils, male 131, female 133 ; Swedish Lutheran School, 2815 Portland ave., teachers 2, pupils, male 36, female 48; Plymouth Kindergarten, 3037 Butler st., teachers 8, pupils, male 44, female 57 ; All Saints', 71 and 73 Twenty-fifth pl., teachers 12, pupils, male 300, female 350 ; St. Anthony's Twenty-fourth pl., teachers 10, pupils, male 352, female 344 ; Trinity Lutheran, northwest corner of Hanover st. and Twenty-fifth pl., teachers 2, pupils, male 90, female 90.

Sixth Ward.—St. Bridget's, 2954 Archer ave., teachers 12, pupils, male 475, female 525; Raymond Mission, 2951 Poplar street, teachers 2, pupils, male 19, female 28; Immaculate Conception, 2950 Bonfield st., teachers 5, pupils, male, 200, female, 150; German Lutheran, corner of Arch and Lyman sts., teachers 5, pupils, male 220, female 200; W. C. T. U. Kindergarten, corner of Ullman and James aves., teachers 3, pupils, male 35, female 50; Perpetual Help, corner of Thirty-second and Laurel sts., teachers 3, pupils, male 164, female 158; St. Mary's, 889 Thirty-second st., teachers 6, pupils, male 168, female 176; German Lutheran, Ullman st., teachers 1, pupils, male 39, female 41; St. John Baptist, 1370 Thirty-third ct., teachers 1, pupils, male 18, female 35; St. Andrew's Evangelical, 3621 Wood st., teachers 2, pupils, male 81, female 84; St. Andrew's, 3657 Honore st., teachers 1, pupils, male 76, female 53; Evangelical Lutheran, 888 Thirty-fifth st., teachers 2, pupils, male 64, female 40; St. Marcus', corner of Thirty-fifth and Dashiel sts., teachers, 1, pupils, male 14, female 10; Nativity, corner of Thirty-seventh and Dashiel sts., teachers 13, pupils, male 450, female 479; Lutheran Trinity Congregational, 3705 Emerald ave., teachers 2, pupils, male 80, female 70; St. Joseph's, Thirty-ninth and Halsted sts., teachers 9, pupils, male 230, female 420; W. C. T. U. Kindergarten, Lock and Bonaparte sts., teachers 3, pupils, male 35, female 50.

Seventh Ward.—Hebrew School, 71 Judd st., teachers 3, pupils, male 160; R. Roshum's, 51 Liberty st., teachers 1, pupils, male 20; Stolke's, 181 Maxwell street, teachers 2, pupils, male 45, female 16; Hebrew and German, 509 South Jefferson st., teachers 1, pupils, male 16, female 12; St. Francis, 73 Newberry ave., teachers 34, pupils, male 475, female 450; St. Aloysius, 210 Maxwell st., teachers 16, pupils, male 100, female 700; Zion Evangelical, 497 Union st., teachers 3, pupils, male 70, female 45; Hebrew and German Institute, 660 Halsted st., teachers 1, pupils, male 25, female 12; Foster's Kindergarten, 778 Halsted street, teachers 6, pupils, male 55, female 55; Evangelical Lutheran, corner Union and Twenty-first sts., teachers 6, pupils, male 245, female 263; Sisters of Sacred Heart, 212 to 222 West Eighteenth st., teachers 20, pupils, male 443, female 544.

Eighth Ward.—Holy Family, 462 South Morgan st., teachers 22, pupils, male 1,400; St. Agnes', 530 South Morgan st., teachers 5, pupils, female 360; Idah Flosky, 472 Centre ave., teachers 1, pupils, male 2, female 6; Bohemian and English, 400 and 402 West Eighteenth street, teachers 3, pupils, male 120, female 90; St. Procopius, 573 Center ave., teachers 2, pupils, female 20; St. Procopius, 712 Allport ave., teachers 21, pupils, male 483, female 476; Bethlenska, corner of Nineteenth and Throop sts., teachers 3, pupils, male 30, female 35.

Ninth Ward.—St. Pius, Twentieth st. and Ashland ave., teachers 13, pupils,

female 450; Zion School, 683 Loomis st., teachers 3, pupils, male 108, female 98; Hebrew School, 606 Blue Island ave., teachers 1, pupils, male 4, female 6; St. Adalbert, Seventeenth and Paulina sts., teachers 8, pupils, male 300, female 260; St. Vitus, Van Horn and Paulina sts., teachers 3, pupils, male 124, female 136; St. Pius Boys' School, Van Horn and Paulina sts., teachers 6, pupils, male 400; German Reform, 177 and 179 Hastings st., teachers 1, pupils, male 22, female 19; German-English, 230 Washburn st., teachers 1, pupils, male 30, female 20; St. Joseph's, 147 Thirteenth st., teachers 7, pupils, male 278, female 300; Emanuel Lutheran, 528 Marshfield ave., teachers 2, pupils, male 60, female 64.

Tenth Ward.—Lutheran German, 73 Cypress st., teachers 1, pupils, male 45, female 35; St. Charles, 91 Cypress st., teachers 6, pupils, male 150, female 140; Hawley Kindergarten, 640 Ogden ave., teachers 1, pupils, male 10, female 5; St. Francis', corner of Wood and Hastings sts., teachers 5, pupils, male 150, female 145; Kindergarten, 12 Fairfield ave., teachers 3, pupils, male 17, female 26; Kindergarten, 533 West Thirteenth st., teachers 2, pupils, male 30, female 20; St. Matthew's, Twenty-first st. and Hoyne ave., teachers 9, pupils, male 470, female 438; Holy Evangelical, Leavitt st., teachers 3, pupils, male 75, female 60; St. Paul's, Hoyne ave. and Ambrose st., teachers 7, pupils, male 218, female 197; Evangelical Trinity, Ambrose and Robey sts., teachers 1, pupils, male 28, female 29; St. Malachi's, Colter st. and Western ave., teachers 3, pupils, male 74, female 90; Swedish School, Ambrose and Lincoln sts., teachers 1, pupils, male 18, female 7; Kindergarten, Ambrose and Lincoln sts., teachers 4, pupils, male 33, female 30; Swedish Mission, Parmelee and Rockwell sts., teachers 2, pupils, male 92, female 62; St. Mark's, 1119 California ave., teachers 2, pupils, male 85, female 69.

Eleventh Ward.—St. Columba's, 190 Paulina st., teachers 8, pupils, female 375; St. Columbkill's, 184 Paulina st., teachers 7, pupils, male 435; Masonic Orphan's Home, 447 Carroll ave., teachers 1, pupils, male 16, female 14; Maplehurst, 550 Monroe st., teachers 7, pupils, male 10, female 20; Chicago Theological Seminary, 45 Warren ave., teachers 12, pupils, male 177; St. Margaret's, 606 Adams st., teachers 14, pupils, male 20, female 115; Losse's Heart, 426 Madison st., teachers 2, pupils, male 15, female 20; Private School, 390 Adams st., teachers 2, pupils, male 12, female 12; Academy, 434 Carroll ave., teachers 6, pupils, male 9, female 12; Miss Gallagher's, 330 Loomis st., teachers 1, pupils, male 45, female 17; Academy of the Sacred Heart, Taylor and Throop sts., teachers 24, pupils, female 110; Convent School, Taylor and Throop sts., teachers 15, pupils, female 800; Notre Dame, 87 Vernon Park Place, teachers 11, pupils, male 178, female 288.

Twelfth Ward.—School of Elocution, 665 West Madison st., teachers 1, pupils, male 5, female 20; Kindergarten, 881 West Monroe st., teachers 5, pupils, male 15, female 35; Our Lady of Sorrows, Van Buren st. and Albany ave., teachers 10, pupils, male 197, female 203; St. Mary's Seminary, Van Buren st. and Albany ave., teachers 10, pupils, female 64; Haven College, 1302 West Madison st., teachers 2, pupils, male 2, female 1; Kindergarten, 1185 Wilcox ave., teachers 1, pupils, male 1, female 7; Kindergarten, 1347 Madison st., teachers 2, pupils, male 6, female 6; Kindergarten, 376 Leavitt st., teachers 1, pupils, male 11, female 6; Campbell Park, 386 Leavitt st., teachers 5, pupils, male 70, female 25; Holy Trinity German, 841 West Taylor st., teachers 4, pupils, male 100, female 100; St. Jarlath's, 624 West Jackson st., teachers 5, pupils, male 110, female 125; German-American Academy,

623 West Adams st., teachers 5, pupils, male 65, female 20; Mrs. Thurman's School, 770 Jackson st., teachers 1, pupils, male 2, female 2; College of Physicians and Surgeons, Honore and Harrison streets, teachers 25, pupils, male 150; Illinois Training School, 304 Honore st., teachers 6, pupils, female 110; Foundlings' Home, 114 South Wood street, teachers 1, pupils, male 23, female 35.

Thirteenth Ward.—Talcott's, 581 Austin ave., teachers 3, pupils, male 25, female 35; German Lutheran, 108 Oakley ave., teachers 2, pupils, male 37, female 42; St. Patrick's, Oakley and Park aves., teachers 13, pupils, male 43, female 170; Frœbel Kindergarten, Park ave. and Robey st., teachers 2, pupils, male 17, female 15; St. Malalchi's, Fulton st. and Western ave., teachers 6, pupils, male 100, female 100; Western Theological Seminary, 1113 Washington blvd., teachers 8, pupils, male 18; German Evangelical Lutheran, California ave. and Walnut st., teachers 2, pupils, male 62, female 41.

Fourteenth Ward.—Bethlehem, Paulina and McReynolds sts., teachers 5, pupils, male 225, female 220; St. John, Wood and Cornelia sts., teachers 4, pupils, male 225, female 189; St. Aloysius, Thompson and Davis streets, teachers 5, pupils, male 180, female 160; St. Marcus, 435 Ashland ave., teachers 3, pupils, male 24, female 29; Rice's Kindergarten, 26 Potomac ave., teachers 1, pupils, male 8, female 17; German Pilgrim, Avers ave., teachers 1, pupils, male 5, female 7; German Lutheran, Washtenaw ave. and Iowa st., teachers 2, pupils, male 26, female 40.

Fifteenth Ward.—Evangelical Lutheran, 946 Girard ave., teachers 2, pupils, male 108, female 70; Annunciation, 36 Commercial ave., teachers, 12, pupils, male 290, female 293; St. Simon's, 860 Kedzie ave., teachers, 2, pupils, male 60, female 80; Evangelical Lutheran, Frankfort and Leavitt sts., teachers 1, pupils, male 44, female 47; Christ Church School, Humboldt st., teachers 2, pupils, male 81, female 64; St. Johanes, 39 to 43 Moffat st., teachers 2, pupils, male 44, female 47; Danish Lutheran, Wabansia and Dania aves., teachers 1, pupils, male 15, female 15; St. Hedwig, Webster and Hoyne aves., teachers 5, pupils, male 125, female 110; The Haas Industrial and Kindergarten, Johnson ave., teachers 1, pupils, male 18, female 21; Chicago Industrial, Half Orphan Asylum for Wayward Children, 917 Brazil ave., teachers 1, pupils, male 8, female 7; Danish Lutheran Orphan Asylum, 69 Prairie ave., teachers 2, pupils, male 12, female 14: German Lutheran, California and Centre aves., teachers 2, pupils, male 25, female 35.

Sixteenth Ward.—St. Stanislaus, Bradley and Noble sts., teachers 16, pupils, male 405, female 440; St. Bonifacius, 84 Cornell st., teachers 7, pupils, male 262, female 280; Sisters of Nazareth, 130 West Division st., teachers 17, pupils, female 65; Holy Trinity, 540 Noble st., teachers 1, pupils, male 48, female 36; St. Peter's, Noble street and Chicago ave., teachers 4, pupils, male 150, female 130; Industrial Kindergarten, 258 May st., teachers 1, pupils, male 8, female 12; Our Saviour's Church, 220 May st., teachers 3, pupils, male 50, female 50; Holy Trinity, 13 Snell st., teachers 2, pupils, male 60, female 35; St. John's Lutheran, Superior and Bickerdike sts., teachers 5, pupils, male 208, female 210; Danish Trinity, Bickerdike and Superior sts., teachers 1, pupils, male 26, female 20.

Seventeenth Ward.—Norwegian, 191 Austin ave., teachers 1, pupils, male 16, female 20; Tabernacle, Morgan and Indiana sts., teachers 4, pupils, male 35, female 61; St. Stephen's, 186 N. Peoria st., teachers 5, pupils, male 150, female 200,

Eighteenth Ward.—Souder's College, 276 West Madison st., teachers 5, pupils, male 60, female 40; Kindergarten, 122 South Morgan st., teachers 2, pupils, male 15, female 27; Superior College, Haymarket Building, teachers 2, pupils, male 1, female 24; Cathedral Kindergarten, Peoria street and Washington blvd., teachers 1, pupils, male 12, female 20; Cathedral Primary, Peoria street and Washington blvd, teachers 2, pupils, male 20, female 26; St. Patrick's Academy, Adams and Desplaines sts., teachers 12, pupils, male 512; Talcott's Kindergarten, 169 West Adams st., teachers 3, pupils, male 105, female 81; Chinese Mission, 219 West Madison st., teachers 28, pupils, female 30; St. Patrick's Convent, Desplaines and Adams sts., teachers 10, pupils, female 250.

Nineteenth Ward.—Sacred Heart Convent, Lytle and Taylor sts., teachers 15, pupils, female 800; Sacred Heart Academy, Throop and Taylor sts., teachers 10, pupils, female 121; Guardian Angel Academy, 170 Forquer st., teachers 4, pupils, male 125, female 230; St. Joseph's Home, Deaf and Dumb School, 409 South May st., teachers 4, pupils, male 17, female 26; St. Ignatius College, 413 West Twelfth st., teachers 15, pupils, male 250; Miss Morrison's, 249 Forquer st., teachers 1, pupils, male 12, female 13; Emanuel Lutheran, 16 Brown st., teachers 1, pupils, male 19, female 14; English Bohemian, 46 Bunker st., teachers 1, pupils, male 29, female 24; St. Wencelaus, Desplaines and De Koven sts., teachers 5, pupils, male 215, female 90; Holy Family Schools (6 in number), Twelfth st. and Blue Island ave., teachers 95, pupils, male 2,100, female 2,237; Kindergarten, 335 South Halsted st., teachers 4, pupils, male 20, female 30.

Twentieth Ward.—St. Vincent's Academy, Osgood and Webster aves., teachers 7, pupils, male 150, female 120; St. Joseph's, Belden ave., teachers 4, pupils, male 52, female 102; St. James' Evangelical Lutheran, Garfield ave. and Fremont st., teachers 3, pupils, male 137, female 117; McCormick Theological Seminary, 1060 North Halsted st., teachers 8, pupils, male 158; St. Jacobi's, Fullerton ave. and High st., teachers 2, pupils, male 90, female 75; St. Theresa's School, Pope and Clyde sts., teachers 4, pupils, male 60, female 40.

Twenty-first Ward.—St. Michael's, 331 North ave., teachers 21, pupils, male 650, female 720; Wards of Jesus, 220 Hudson ave., teachers 2, pupils, male 60, female 40; St. Jacob's Evangelical Lutheran, 73 Willow st., teachers 2, pupils, male 98, female 92; Primary School, 682 North Wells st., teachers 2, pupils, male 25, female 23; German-English Kindergarten, 682 North Wells st., teachers 3, pupils, male 16, female 22; Fick and Schutt, 621-623 North Wells st., teachers 9, pupils, male 95, female 50; Uhlich's Orphan Asylum, 221 Burling st., teachers 2, pupils, male 39, female 31; Chicago Half Orphan Asylum, 175 Burling st., teachers 4, pupils, male 85, female 75; Lincoln Park Kindergarten, Garfield ave. and Mohawk st., teachers 8, pupils, male 55, female 60.

Twenty-second Ward.—Immaculate Conception, 509 North Franklin st., teachers 4, pupils, male 100, female 100; Mrs. M. J. Holmes', 44 Scott st., teachers 3, pupils, male 15, female 20; Mrs. Rice's, 479 Dearborn ave., teachers 11, pupils, male 10 female 98; St. Paul Evangelical Lutheran, 333 Larrabee st., teachers 3, pupils, male 110, female 81; Sedgwick Street Kindergarten, 388 Sedgwick st., teachers 5, pupils, male 28, female 74; McClurg's French, 60 Lake Shore Drive, teachers 1, pupils, male 3; St. Ignatius Brothers, 616 La Salle ave., teachers 3, pupils, male 53; Holmes' Kindergarten, 245 Clybourn ave., teachers 3, pupils, male 141, female 148.

Twenty-third Ward.—St. Joseph's, Franklin and Hill sts., teachers 7, pupils, male 212, female 167; Riverston's, 134 Oak st., teachers 2, pupils, male 17, female 23; Swedish Mission, 270 North Market st., teachers 1, pupils, male 30, female 32; Holy Name, 81 Sedgwick st., teachers 8, pupils, male 600; St. Paul's German Lutheran, Superior and Franklin sts., teachers 1, pupils, male 30, female 30; St. Benedict's 321 North Market sts., teachers 5, pupils, female 50; St. Scholasticus, 333 North Market st., teachers 7, pupils, female 100; Swedish Evangelical Lutheran School, Hobbie and Sedgwick sts., teachers 4, pupils, male 80, female 80; Unity Church Industrial Kindergarten, Elm and Chatham sts., teachers 5, pupils, male 12, female 90; House of Providence, 353 North Market st., teachers 4, pupils, female 60; Ronayne's School, 104 Milton ave., teachers 1, pupils, male 1, female 6, Memorial Kindergarten, Milton ave. and Hobbie st., teachers 5, pupils, male 55, female 35; N. S. Elementary Institute, 75 Oak st., teachers 1, pupils, male 19, female 1.

Twenty-fourth Ward.—St. Vincent's Asylum, 191 La Salle ave., teachers 2, pupils, male 25, female 40; Holy Name, Cass st. and Chicago ave., teachers 10, pupils, male 70, female 550; Sacred Heart Academy, Chicago ave. and State st., teachers 12, pupils, female 120; Johnson School for Girls, 379 Elm st., teachers 9, pupils, male 9, female 47; Grant Collegiate Institute, 247 Dearborn ave., teachers 13, pupils, male 20, female 60; Grant Kindergarten, 249 Dearborn ave., teachers 3, pupils, male 40, female 20; University School, 223 Dearborn ave., teachers 10, pupils, male 80; Kirkland School, 275 Huron st., teachers 15, pupils, male 30, female 130; Kirkland Kindergarten, 275 Huron st., teachers 2, pupils, male 10, female 19; Stockham's, Moody's, Chicago and La Salle aves., teachers 3, pupils, male 35, female 50; Matilda Kreigh's, 372 La Salle ave., teachers 1, pupils, female 7; Chicago Training School, 114 Dearborn ave., teachers 2, pupils, female 60; The Julia Necker School, 65 Cedar st., teachers 1, pupils, female 12.

Twenty-fifth Ward.—Lill Avenue Kindergarten, Seminary and Lill aves., teachers 1, pupils, male 10, female 17; Maurice Porter Kindergarten, 606 Fullerton ave., teachers 1, pupils, male 15, female 10; Mount Carmel Academy, 1634 Belmont ave., teachers 4, pupils, male 30, female 90; Swedish Lutheran, Noble and Seminary aves., teachers 2, pupils, male 24, female 28.

Twenty-sixth Ward.—Guardian Angels, Ridge ave., teachers 2, pupils, male 60, female 40; St. Mathias, Grant and Western aves., teachers 1, pupils, male 20, female 20; Minerva Institute, Paulina st., teachers 6, pupils, female 25; German Lutheran, Belmont ave. and Perry st., teachers 5, pupils, male 215, female 198; St. Alphonsius, Southport ave. and Wellington st., teachers 10, pupils, male 394, female 389; St. Lucas, Hoyne ave. and Wellington st., teachers 4, pupils, male 54, female 60; St. Luke's Evangelical Lutheran, 1020 Diversey st., teachers 1, pupils, male 30, female 25; Morgan's School Kindergarten, 1135 Montana st., teachers 1, pupils, male 14, female 17; St. Jacobi's Lutheran, Fullerton av., teachers 2, pupils, male 90, female 75.

Twenty-seventh Ward.—Parochial, Montrose blvd., teachers 3, pupils, male 90, female 75; St. Viata, Milwaukee ave., teachers 1, pupils, male 8; Kindergarten, Douglas ave., teachers 1, pupils, male 7, female 12; Hunting's Kindergarten, Hunting ave., teachers 1, pupils, male 6, female 14.

Twenty-eighth Ward.—St. Philip's, Forty-second st. and Park ave., teachers 8, pupils, male 140, female 130; St. Agnes', Washtenaw and Johnson aves., teachers 6, pupils, male 120, female 160.

Twenty-ninth Ward.—St. Peter's Evangelical Lutheran, 3922 Dearborn

st., teachers 2, pupils, male 55, female 56; German Evangelical, Forty-sixth and Dearborn sts., teachers 2, pupils, male 90, female 90; St. George's, 3918 Wentworth ave., teachers 4, pupils, male 89, female 101; St. Gabriel, Forty-fifth and Wallace sts., teachers 9, pupils, male 230, female 300; Kindergarten, 4642 Dearborn st., teachers 1, pupils, male 8, female 8; Lutheran, 336-340 Forty-sixth st., teachers 2, pupils, male 59, female 55; St. Peter's, corner of Forty-sixth and Inkerman sts., teachers 1, pupils, male 20, female 26.

Thirtieth Ward.—St. Augustine's, Laflin and Fiftieth sts., teachers 6, pupils, male 233, female 223; Frieden's, Fifty-second and Justine sts., teachers 1, pupils, male 40, female 38; St. Martin's, Princeton ave. and Fifty-ninth st., teachers 6, pupils, male 154, female 130; Bethlehem, Fifty-eighth st. and Atlantic ave., teachers 1, pupils, male 30, female 30; St. Luke's Evangelical Lutheran, Sixty-second and Green sts., teachers 1, pupils, male 35, female 35; Kindergarten, Green and Fifty-sixth sts., teachers 1, pupils, male 3, female 14; St. Martin's, Forty-eighth and Frazier sts., teachers 8, pupils, male 125, female 130; St. Joseph's, Page and Forty-eighth sts., teachers 3, pupils, male 75, female 91; St. Rose's, Forty-eighth st. and Ashland ave., teachers 3, pupils, male 100, female 103.

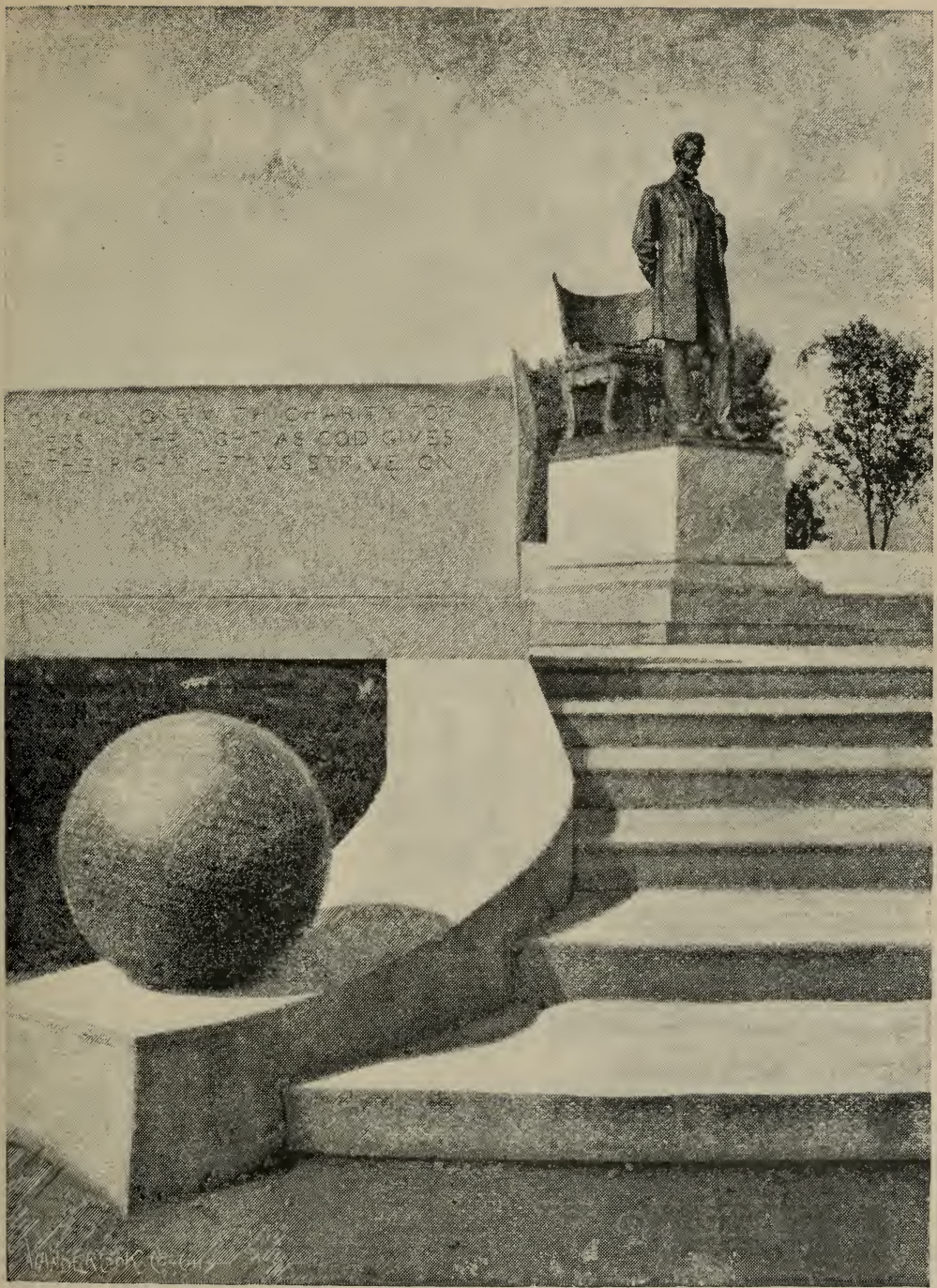
Thirty-first Ward.—Deaf and Dumb, 6550 Yale st., teachers 6, pupils, male 12, female 20; Kindergarten, Seventh-eighth and Halsted sts., teachers 1, pupils, male 6, female 10; Evangelical Lutheran, 6614 Carpenter st., teachers 1, pupils, male 11, female 13; Holland Christian, Seventy-first and Peoria sts., teachers 1, pupils, male 25, female 27.

Thirty-second Ward—Kenwood Institute, 5001 Lake ave., teachers 15, pupils, male 15, female 136; Rev. J. T. Phillips', 4726 Lake ave., teachers 1, pupils, male 10; Holy Angels' Academy, Oakwood Boulevard, teachers 7, pupils, male 80, female 150; Girls' Industrial, Forty-ninth st. and Indiana ave., teachers 1, pupils, female 47; Kindergarten, 5436 Madison ave., teachers 5, pupils, male 9, female 36; St. Elizabeth's, State and Forty-first sts., teachers 10, pupils, male 200, female 260; St. Thomas', 5468 Kimbark ave., teachers 2, pupils, male 36, female 44; St. Agatha's, Evans ave. and Forty ninth st., teachers 3, pupils, male 24, female 37.

Thirty-third Ward.—St. Mary's, Commercial ave. and Eighty-eighth st., teachers 5, pupils, male 205, female 200; German Catholic, Ninety-first st. and Exchange ave., teachers 2, pupils, male 79, female 65; German Lutheran, Houston ave. and Nintieth st., teachers 2, pupils, male 68, female 66; Swedish Lutheran, Ninety-second st. and Houston ave., teachers 1, pupils, male 23, female 22; German Lutheran, Superior ave. and Ninety-first st., teachers 2, pupils, male 68, female 42; St. Patrick's, Commercial ave. and Ninety-sixth st., teachers 7, pupils, male 118, female 123; German Lutheran, One Hundred and Third st. and Seventh ave., teachers 2, pupils, male 74, female 67; St. Peter's German, One Hundred and Third st. and Avenue J, teachers 1, pupils, male 23, female 14; St. Francis, Ewing ave. and One Hundred and Third st., teachers 1, pupils, male 24, female 22.

Thirty-fourth Ward.—St. Paul's Lutheran, Madison ave., teachers 1, pupils, male 36, female 14; Holland Christian Reform Church, corner One Hundred and Eleventh and State sts., teachers 4, pupils, male 122, female 82; Evangelical Zion, One Hundred and Thirteenth st., teachers 1, pupils, male 60, female 40.

In the South Division there are 711 males and 909 females attending kindergartens; 2,237 males and 2,728 females attending private schools,



LINCOLN MONUMENT, LINCOLN PARK

academies, etc.; 6,690 males and 7,342 females attending parochial schools, and 2,161 males and 1051 females attending business colleges.

In the West Division there are 518 males and 706 females attending kindergartens; 763 males and 431 females attending private schools, academies, etc.; 13,705 males and 15,118 females attending parochial schools; and 262 males and 40 females attending business colleges.

In the North Division there are 469 males and 628 females attending kindergartens; 483 males and 728 females attending private schools, academies, etc.; 3,701 males and 3,616 females attending parochial schools; and 19 males and 1 female attending business colleges.

PUBLIC EDUCATION.

The public schools of Chicago are conducted under the supervision of a board of education, which consists of male and female members, appointed by the mayor, and who are about equally divided politically. The executive department is in charge of a superintendent, five assistant superintendents, a superviser of evening schools, a clerk, an attorney, school agent, building and supply agent, chief engineer, book-keeper, assistant clerk, assistant clerk and manager, assistant to building and supply agent, stenographer and type-writer, and manager and assistant in supply department.

City and County Public Schools.—The following is a summary of miscellaneous statistics, compiled by the county superintendent of schools, from the reports of township trustees for 1889—1890. It contains later statistics of the city public schools than any issued by the Chicago Board of Education:

Miscellaneous Items.	Chicago.	County excluding Chicago.	Whole County.
No. ungraded schools	....	131	131
No. graded schools	194	57	251
No. high schools	11	5	16
Whole No. schools	205	193	598
Average No. of months schools sustained	9.25	8.4	9
Children under 21 years	473,234	429,104	516,138
Between 6 and 21 years	289,433	28,171	317,604
No. in graded public schools	135,551	10,890	146,441
No. in district country schools	.....	4,460	4,460
No. enrolled in private schools	62,713	3,896	66,609
Total in public and private schools	198,264	19,246	217,510
Average daily in public schools	.....	11,415	.....
No. teachers in public schools	2,842	409	3,251
No. teachers in private schools	1,164	145	1,809
No. unable to read or write	2,599	36	2,635
Principal of township funds	$ 911,834	$ 204,536	$1,116,371
Total district tax levy	4,250,000	367,457	4,617,457
Bonded school debt	2,036,000	364,659	2,400,650
Estimated value township fund lands	3,963,231	942,211	4,905,440

Cook County Normal School.—Situated on Stewart avenue, near Sixty-seventh streets. Post-office address, Englewood, Cook county. Take train at Van Buren street depot, Van Buren and Sherman streets. An institution for the higher education of public school graduates desirous of becoming teachers.

Summary of receipts and expenditures in districts, as shown by reports of township treasurers for 1889-1890 :

RECEIPTS.	Chicago.	Excluding Chicago.	Whole County.
Balance in hands township treas. July 1	$ 82,374	$ 405,374	$1,297,749
State, county and township funds distributed by trustees	462,347	2,931	484,278
Special district taxes received	2,581,456	375,350	2,956,806
District bonds issued	.....	44,574	44,574
Temporary loans and other sources	310,503	31,768	342,272
Total	4,246,682	878,999	5,125,682
EXPENDITURES.			
Paid to teachers	2,021,779	294,511	2,316,291
New school houses	688,372	86,175	774,548
School sites and grounds	39,790	12,084	51,874
Repairs and improvements	241,116	36,891	278,008
School furniture and apparatus	48,275	11,504	59,780
Libraries	9,882	57,521	433,397
Paid district clerks	27,377	2,208	29,585
Paid on district bonds	77,500	47,630	125,130
Paid interest on district bonds	105,583	25,486	131,069
Miscellaneous	151,667	211,149	362,817
Total	$3,787,222	$ 785,413	$4,572,635
Balance in treasurer's hands due district	459,460	936,865	553,046
Total	$4,246,682	$ 878,499	$5,125,682

Compulsory Education.—There is a compulsory education law in force in this State, the provisions of which would require too much space to set forth. In effect, however, it provides that all children between the ages of seven and fourteen years shall be in some school for at least sixteen weeks of each year. It does not insist upon attendance at public schools. They may be public, private, or parochial, but the law flatly states that all children who are able must be at school somewhere for the time specified. Reasonable exceptions are made of course and are observed at the discretion of the truant agents. The process of picking up a child from the streets and placing him in school is called by the agents "an investigation." About 9,000 investigations were made in 1890. Over 4,400 children were placed in school, and the others were excused for proper causes. The amount of work done showed a great increase over that of the previous year. During the entire nine months of the school year of 1889, there were but a few over 8,000 investigations, and less than 3,000 children were placed in schools.

Manual Training in the Public Schools.—The Chicago English High and Manual Training School, for instruction in the mechanical arts, was opened in August, 1890, and occupies the large public school building on West Monroe st., near Halsted st. This school is under the direction of the city board of education. James F. Claflin is the principal. In grade the

manual training school ranks with the high schools, and no student is admitted until he has passed through the grammar grade. Promotion cards entitling the holder to be admitted to the ordinary high school will admit him also to the polytechnic school. A full term, three years' course, has been laid down, and when the student has completed this, he will be graduated with honors and a diploma, the same as if he had gone through the high school. Three years ago the school board decided to provide a manual training course of study. Those who desired to take advantage of the study were excused from certain branches in the high school and went to the training school at noon to take the lessons. In 1889 there were about seventy-five students in the manual training classes, but the division of work between this and the high school was far from satisfactory to the board, and hence the old scheme was abolished, and the necessary step was taken to launch the new school. The previous work had gone no deeper than working in wood. Now all of the departments are added. Blacksmith forges are placed in the basement, and all the machinery is located on that floor also. The first floor is given up to the wood-working trades, while the upper floors are utilized by the classes in English, mathematics and the natural sciences. There is a course in commercial law and practical book-keeping, and every effort is made to send each student away with a sufficient knowledge both of business and the trades to help him in almost any line of work which it may be his lot to follow. By glancing over the curriculum below it will be seen that none of the essential high-school branches are neglected. The idea is to combine the practical and theoretical as far as possible. The Latin and Greek branches are lopped off the regular high-school course as well as some of the higher sciences, such as geology, astronomy, biology, etc. Professor Claflin has six assistants, all skilled in the different arts.

The following is the course of study adopted:

First year: Algebra, three terms. Study of English and letter-writing, three terms, two hours a week. Physiology, one term. Physical geography, two terms. Freehand and mechanical drawing, one hour a day. Carpentry, joinery, wood-turning, pattern-making, two hours a day.

Second year: Geometry, two terms. Trigonometry, one term. Universal history, three terms. English literature and composition, two terms, two hours a week. Chemistry, three terms. Drawing, one hour a day. Work, two hours a day at moulding, casting, forging, welding, tempering, soldering and brazing.

Third year: Analytical geometry, one term. English literature and authors, three terms, two hours a week. Civil government and political economy, three terms. Physics, three terms. Drawing, one hour a day. Machine-shop work, two hours a day. Study of machinery, care of engines, tools, etc.

After first year, pupils wishing to take a commercial course may select arithmetic, book-keeping, commercial arithmetic and the principles of commercial law in place of trigonometry and the sciences. School sessions are from 9 A. M. to 3:30 P. M., with thirty minutes' intermission at noon.

Night Free Schools.—The schools open for free night instruction under the direction of the city Board of Education, are located as follows:

North Division.—Huron street—Corner of Huron and Franklin sts.; Franklin—Corner of Division and Sedgwick sts.; La Salle—Corner of Hammond and Eugenie sts.; Newberry—Corner of Willow and Orchard sts.

South Division.—Haven—Wabash ave., near Fourteenth st.; Calumet avenue—Calumet ave., south of Twenty-sixth st.; Harrison—Twenty-third place, between Portland and Wentworth aves.; Raymond—Corner of Wabash ave. and Eda st.; Holden—Corner of Deering and Thirty-first sts.

West Division.—Scammon—Corner Morgan and Monroe sts.; Polk street—Polk st., east of Halsted; Garfield—Corner Johnson and Wright sts.; Walsh—Corner Johnson and Twentieth sts.; Throop—Throop st., south of Eighteenth; Frœbel—Twenty-first st., west of Robey; Brainard—Thirteenth place, west of Hoyne ave.; Tilden—Corner Elizabeth and Lake sts.; Calhoun—West Jackson st., between California ave. and Francisco st.; Tilton—Corner Lake and West Forty-fourth st.; Hayes—Leavitt st., between Walnut and Fulton sts.; Von Humboldt—Corner Rockwell ave. and Hirsch st.; Hoffman avenue—Hoffman ave., opposite Bremen st.; Burr—Corner Ashland and Wabansia aves.; Wells—Corner Ashland ave. and Cornelia st.; Montefiore—Corner Indiana and Sangamon sts.

Annexed Schools.—Bowen—Corner Ninety-third and Houston ave.; Gallistel—Ewing ave. and One Hundred and Fourth st.; Webster—Corner One Hundred and Thirty-third st. and Superior ave.; Cornell—Drexel ave., between Seventy-fifth and Seventy-sixth sts.; Dunning—Ridgeland ave., one-half mile south of Insane Asylum; O'Toole—Corner Forty-eighth and Bishop sts.; Hendricks—Corner Forty-third st. and Tracey ave.; Auburn Park—Eighty-first st., between Vincennes and Chicago and Eastern Illinois Railway; Pullman (Lake)—Corner Fifty-first and School sts.; Pullman (Calumet)—Corner Pullman ave. and One Hundred and Thirteenth st.

The term of the night schools is three months every winter preceding the holidays. The total average weekly attendance at the above schools last winter was about 10,000. New schools and new branches of study are added every year. The Board of Education is paying more attention and attaching more importance to free night instruction now than ever before.

Physical Culture in the Public Schools.—When, Nov. 4, 1885, the Board of Education appointed Henry Suder, instructor at the North Side Turner Hall, and a graduate of the Normal Training School, of Milwaukee, as a special teacher of physical culture, it was a test. Prof. Suder had only four schools to teach then—the old Douglas on the South Side, the Brown and King schools on the West Side, and the Lincoln on the North Side. The pupils became at once interested in the new departure, and the teachers were quick to notice an improvement in the discipline and mental work of their classes. In 1886 the board extended the physical culture classes to all the grammar schools in the city, and eight special teachers were appointed to assist Prof. Suder. In January, 1889, the system was introduced into all the primary departments of the city, and four teachers were added to the physical culture staff. In the following May, exercises were commenced in the North, South, and West Division high schools, Henry B. Camann, a graduate of the Milwaukee Normal Training School, being appointed to conduct the classes in those schools. In addition to Prof. Suder and Mr. Camann, the following teachers comprise the physical culture staff: Grammar Schools—Herman Hein, Oscar Weinbrod, August Zapp, William Kopp, Henry Hartung, Alvin Kindervater, Otto Greubel, F. D. Brasius; Primary Schools—Ernst Hibbeler, F. L. Jahn, Alfred E. Belitz, Carl Graner, Charles Cobelli, Joseph Grundhofer and Mr. Ferdinand Rheil. In the primary schools the pupils are exercised in calisthenics only. These exercises consist of simple muscular movements of the arm and foot, arm and trunk, trunk and foot, and marching and breathing exercises. The arrangement is such that all parts of the body are brought into play during the lesson. In the grammar schools smooth wooden wands, an inch in diameter and three feet long, and wooden dumbbells, shel-

MORNING ON SOUTH WATER STREET

laced, having a combined weight of one pound, and eleven inches long, are used as an aid to the physical training of the scholars. Wand and dumbbell exercises are practiced once a week in all the grammar schools, and once a week the pupils are put through calisthenic exercises. It is in the North, South, and West Division high schools that physical culture is most practiced and appreciated. The high schools have more facilities to practice, and the pupils enjoy the physical culture lessons because they are a relaxation, if nothing else. Mondays and Thursdays of each week Mr. Camann visits the South Division high school and instructs the classes between the hours of 9:45 a. m. and 1:15 p. m. The assembly hall on the top floor is an admirable place for the exercises to be held in, and a piano gives a zest and spirit to the movements, which are lacking in the other schools. Light clubs are also used in the South Division high school, and form the most picturesque of all the exercises. Mr. Camann takes two or three rooms at a time, marshals the scholars, who number from 80 to 120, and gives them one hour's practice. Fridays he visits the West Division high school, where there is an assembly hall similar to the one on the South Side, and drills the scholars for three hours. Wednesday is the physical culture day at the North Division high school. In the Northwestern high school one of the grammar school instructors devotes Tuesdays to exercising the first-year pupils. The cost of maintaining the physical culture branch in the schools is not great. The salary list for eighteen teachers amounts to $17,200 per year.

Property of the Public Schools.—The property owned by the public School Fund of Chicago is as follows: The real estate within the city limits, belonging to the School Fund, is appraised at $4,518,346.00; the real estate outside the city limits, belonging to the School Fund, is appraised at $78,485.00; the principal of the School Fund amounts to $275,474.94; the Warfing Lot Fund amounts to $68,061.94—Total, $4,940,368.68.

Public School Buildings.—The following is a list of the public school buildings of Chicago, with names and locations:

North Division High School—Wendell and Wells sts.; Northwest Division High School—Augusta st. and Hoyne ave.; South Division High School—Twenty-sixth st. and Wabash ave.; West Division High School—S. Lincoln st. and Ogden ave.; Anderson—520 N. Lincoln, near West Division st.; Armour Street—Armour st. and Bickerdike square; Burling—N. E. corner Center st.; Blue Island Avenue—490 Blue Island ave.; Boulevard—Armitage ave. and Humboldt bld.; Brainard—587 Washbourne pl.; Brenan—2535 Lime st., near Archer ave.; Brighton—Thirty-sixth, W. of C. R. I. & P. R. R. track; Brighton Park—Thirty-fifth and Lincoln sts.; Brown—Warren ave., between Wood and Page sts; Burr—N. Ashland and Wabansia aves.; Calhoun—1277 W. Jackson st.; California Avenue—1119 California ave.; Calumet Avenue—2643 Calumet ave.; Carpenter—N. Center ave. and W. Huron st.; Central Park—Walnut st. and Kedzie ave.; Clarke—S. Ashland ave. and Thirteenth st.; Columbus—Augusta, between Hoyne ave. and Leavitt st.; Cooper—625 W. Nineteenth st.; Crawford—Twenty-fifth st. and Delaware ave. Dearborn—768 Clybourn ave; Doolittle—109 Thirty-fifth st.; Dore—217 W. Harrison st.; Douglas—Forest ave. and Thirty-second st.; Emerson—Walnut and Paulina sts.; Foster—441 South Union st.; Franklin—Sedgwick and Division sts.; Frœbel—853 W. Twenty-first st; Garfield—Johnson and Wright sts; George H. Thomas—High st. and Belden ave.; Goodrich—Brown and Taylor sts.;

GRANT—994 Wilcox ave.; HANCOCK—S. Fairfield ave. and Twelfth st.; HARRISON—133 Twenty-third st.; HAVEN—1470 Wabash ave.; HAYES—N. Leavitt and Walnut sts.; HEADLEY—Lewis st. and Garfield ave.; HEALY—3035 Wallace st.; HENDRICKS—York and Laflin sts.; HOFFMAN AVENUE—Hoffman and Milwaukee aves.; HOLDEN—Deering and Thirty-first sts.; HUMBOLDT—920 N. California ave.; HURON STREET—Huron and Frank sts.; IRVING—45 Lexington ave.; JEFFERSON—Nebraska and Laflin sts.; JONES—Third ave. and Harrison st.; KEITH—Dearborn and Thirty-fourth sts.; KING—Harrison st. and Western ave.; KINZIE—Ohio st. and La Salle ave.; KOSCIUSKO—W. Division and Cleaver sts.; LANGLAND—121 Cortland st.; LASALLE—Hammond and Eugenie sts.; LAWNDALE—S. Central Park ave. and Twenty-fifth st.; LINCOLN STREET—W. Ohio and Lincolnsts.; LOGAN—Rhine and Bremen sts.; LONGFELLOW—688 Throop st.; MANIERRE—100 Hudson ave.; MAPLEWOOD—Diversey st. and California ave; MARQUETTE—297 S. Wood st.; MCALLISTER—Thirty-sixth and Gage sts.; MCCLELLAN—Wallace and Thirty-fifth sts.; MONTEFIORE—Sangamon and W. Indiana sts.; MOSELEY—Michigan ave. and Twenty-fourth st.; MOTLEY—Snell st. and W. Chicago ave.; MULLIGAN—Sheffield ave,, between Clay and Willow sts.; NEWBERRY—Willow and Orchard sts.; OAK STREET—85 Oak st.; OAKLEY—N. Oakley ave. and W. Ohio st.; OGDEN—Chestnut, between Dearborn ave. and North State st.; PEARSON—W. Pearson and N. Market sts.; PICKARD—Hinman st. and S. Oakley ave.; POLK STREET—195 W. Polk st.; RAYMOND—Wabash ave. and Eda st.; ROGERS—65 W. Thirteenth st.; SCAMMON—S. Morgan and Monroe sts.; SHELDON—N. State and Elm sts.; SHERIDAN—627 Twenty-seventh st.; SKINNER—W. Jackson and Aberdeen sts.; TALCOTT—W. Ohio and Lincoln sts; THOMAS HOYNE—Illinois and Cass sts.; THROOP—626 Throop st.; TILDEN—W. Lake and Elizabeth sts.; TILTON—W. Lake and W. Forty-fourth sts.; TILTON branch—Maller, near W. Forty-eighth st.; TILTON branch—4005 W. Harrison st; VEDDER STREET—Vedder, near Larrabee st.; VON HUMBOLDT—Rockwell and Hirsch sts.; WALSH—W. Twentieth and Johnson sts.; WARD—Shields ave. and Twenty-seventh sts.; WASHBOURNE—220 W. Fourteenth st.; WASHINGTON—Morgan, between Erie and W. Ohio sts.; WEBSTER—Wentworth ave. and Thirty-third st.; WELLS—N. Ashland ave. and Cornelia st.; WICKER PARK—153 Evergreen ave.; WILLIAMS AVENUE—Williams and Tinkham aves.

The Board of Education expended, during 1890, about $320,000 on the Clarke, Longfellow, Foster, Carpenter and Hedges schools, new schools on Maplewood, Campbell and Belden aves. and Wright st., and completed the Horace Mann. The Hammond, Mulligan and George H. Thomas schools were begun in 1889, on which have been expended about $250,000. About $20,000 was expended on schools in the annexed districts and for sundry needs.

Revenue of the Public Schools.—The revenue of the public schools varies from year to year, because of the changes (generally increases) in the tax levies for school purposes, and for other reasons. The last report of the board of education, however, gives the following statement of revenues, which will serve as an example: School Fund—From rentals of School Fund land, $512,036.30; from State dividend, $136,313.06; from interest on principal of School Fund, $45,800.04; refunded by school districts, annexation of 1887, $19,453.38; tuition of non-resident pupils, $1,275.00; to correct errors in teachers' pay-rolls, $238.10; unclaimed pay of canvassers of school census of 1888, $62.62; total on account of School Fund, $715,178.50. School

Tax Fund—On account of taxes of 1887 and previous years, $918,472.16; on account of tax of 1888, $1,200,078.26; total on account of School Tax Fund, $2,118,550.42. Miscellaneous sources—From sale of old furniture, old lead, steam-pipe, old iron, stoves, etc., $2,100.64; from rebates on special assessments, $9,495.88; from sale of old buildings, $1,256,00; from forfeited deposit of contractor, $117.00; total from miscellaneous sources, $12,969.52; total actual cash receipts, $2,846,698.44.

Salaries of School Employes.—Superintendent of schools, $5,000; two assistant superintendents, $4,000; three assistant superintendents, $3,500; special teacher of German, $2,400; special teacher of singing in High Schools, $2,000; special teacher of singing in Grammar Department, $2,200; special teacher of singing in Primary Department, $1,900; assistant special teacher of singing in Primary Department, $1,100; special teacher of drawing in High Schools, and in charge of Manual Training School, $2,500; special teacher of drawing in Grammar and Primary Schools, $2,200; assistant special teacher of drawing, $1,800; assistant special teacher of drawing, $1,000; special teacher of physical culture, $1,800; assistant special teacher of physical culture in High Schools, $1,000; eight assistant special teachers of physical culture in Grammar Schools, $900; four assistant special teachers of physical culture in Primary Schools, $750; one assistant special teacher of physical culture in Primary Schools (half day), $450. High Schools: Principal of West Division High School, $2,800; principals of North and South Division High Schools, $2,600; eleven assistants, $2,000; four assistants, $1,800; three assistants, $1,600; eight assistants, $1,500; eleven assistants, $1,400; six assistants, $1,300; four assistants, $1,200; five assistants, $1,100; six assistants, $1,000; two assistants, $900; two assistants, $800. Principals of Grammar Schools: First group—Principals of the Andersen, Armour Street, Brighton, Brown, Burr, Carpenter, Clarke, Doolittle, Dore, Douglas, Emerson, Franklin, Frœbel, Garfield, Harrison, Haven, Hayes, Hendricks, Holden, Irving, Jones, King, La Salle, Lincoln, Marquette, McClellan, Moseley, Newberry, Oakley, Ogden, Raymond, Sheridan, Skinner, Throop, Walsh, Washington, Webster and Wells Schools, each $2,200 per annum. Second group—Principals of the Brainard, Calhoun, Central Park, Headley, Humboldt, Keith, Logan, Scammon, Thomas Hoyne, Tilden and Von Humboldt Schools, each $1,700 per annum for the first year of service as principals of schools in this group; $1,800 per annum for the second year of service; $1,900 per annum for the third year of service; $1,950 for the fourth year of service, and $2,000 per annum for fifth and subsequent years of service. Third group—Principal of the Hancock School, $1,400 per annum for first year of service; $1,500 for the second year of service, and $1,600 for the third and subsequent years of service; principal of Tilton School, $1,500; principal of the Lawndale School, $1,400; principal of the Maplewood School, $1,200; principal of the Brighton Park School, $1,200. Principals of Primary Schools: First group—Principals of the Arnold, Cooper, Foster, Healy, Jefferson, Langland, Longfellow, Montefiore, Motley, Oak Street, Pickard, Polk Street, Rogers, Talcott, Washburne and Wicker Park Schools, each $1,400 per annum for the first year of service as principals of schools in this group; $1,450 per annum for the second year of service; $1,500 per annum for the third year of service, and $1,600 per annum for the fourth and subsequent years of service. Second group—Principals of the Brenan, Grant, Hoffman Avenue, Manierre, McAllister, Pearson Street, Vedder Street and Ward Schools, each $1,400 per annum for the first year of service as principals of

schools in this group; $1,450 per annum for the second year of service, and $1,500 per annum for the third and subsequent years of service. Third group—Principals of the Calumet Avenue, Columbus, Huron Street, Kinzie, Kosciusko and Sheldon Schools, each $1,250 per annum for the first year of service as principals of schools in this group, and $1,350 for the second and subsequent years of service. Fourth group—Principals of the Boulevard and Dearborn Schools, each $1,100 per annum; principal of California Avenue School, $1,050; principal of Blue Island Avenue School, $1,050; assistants to principals, each $1,100 per annum. Head Assistants: Grammar Schools—Head assistants who have served less than five years in such capacity, each $900 per annum; head assistants who have served between five and ten years in such capacity, $950 per annum; head assistants who have served ten years or over in such capacity, each $1,000 per annum. Primary Schools—Head assistants who have served less than five years in such capacity, $850 per annum; head assistants who have served between five and ten years in such capacity, $900 per annum; head assistants who have served over ten years in such capacity, $950 per annum. Assistant Teachers in Primary Grades: For the first year of service, $400 per annum; second year, $475; third year, $575; fourth year, $650; fifth year, $700; sixth and subsequent years, $775. Assistant Teachers in Grammar Grades: For the first year of service, $450 per annum; second year, $525; third year, $600; fourth year, $650; fifth year, $700; sixth and subsequent years, $775. Second teachers in Half-day Divisions to receive $50 per annum less than the rates paid assistants in Primary Grades. Three reserve teachers at a salary of $700 each per annum. All changes in salary to take place at the commencement of the school month succeeding the expiration of the year's service Substitutes: Four substitutes to be employed at the discretion of the superintendent, at a compensation of $4.00 each for each day of actual service. Other substitutes to be paid at the rate of $1 50 per day for each day of actual service. Cadets: All candidates for positions as teachers, who hold partial certificates of qualifications to teach in the Chicago Public Schools, issued by the Board of Education, who have been in regular service in the schools for two months as cadets, and who have shown such proficiency as to satisfy the superintendent that they are desirable as teachers, shall, upon his recommendation, receive a compensation of 75 cents per day for each day of actual service in such capacity. After a service of six months as cadets, they shall receive a compensation of $1.25 per day. Office and other employes, Clerk of Board of Education, $3,000; supply agent, $3,000; attorney of the board, $3,600; chief engineer, $3,000; foreman of repairs, $1,500; auditor, $2,500; assistant to auditor, $1,500; school agent, $1,800; assistant clerk in office of clerk, $1,000; clerk in supply room, $1,500; assistant to supply agent, $1,200; assistant in supply room, $600; stenographer in office of supply agent, $720; stenographer, $720; stenographer, $540; stenographer in office of clerk, $600; messenger in office of supply agent, $300, messenger in office of clerk, $300.

PUBLIC LIBRARY:

Occupies (excepting council chamber) entire fourth floor of the City Hall. Was founded in 1872. The library contained at the date of the last annual report of the directors, June 1, 156,243 volumes, and the collection is increasing by purchase and donation at the rate of 7,000 to 10,000 volumes annually.

Its literary treasures, many of which can not be duplicated at any cost, are at the lowest estimate valued at $250,000. With an annual circulation of over 1,250,000 volumes it maintains high rank among the free public libraries of the country. At the Paris Exposition of 1889 it received the distinguished honor of an award of a gold medal, on an exhibit consisting of the annual report, finding lists and a volume showing in detail the administration of the library in every department. A reading-room is maintained, which last year was patronized by 700,000 visitors, 550,000 periodicals being given out across the counter. There are also reference departments including general, patent and medical, which are consulted, by thousands of people in search of special knowledge, annually.

A Cosmopolitan Collection.—There is not a more cosmopolitan place in the city than the library rooms. It is a place where the people of all nations come for their reading matter. The library is composed of books in all languages, selected with the greatest care. Naturally, the English tongue predominates, but the Bohemian or the Greek or the Italian can find the works of the leading writers of his country in its cases. As a result, the library assumes a cosmopolitan phase, because it is so extensively patronized by the people of so many different nationalities. The method of securing new books is simple. The librarian really does the selecting. The list prepared by him is placed in the hands of a proper committee, who either indorse or modify the librarian's choice, and the amended list is finally voted upon by the board. That the majority of the reading public who look to the library rely greatly upon it, is proven by the many applications made daily for the new books they have heard about or read about in the newspapers. The fact also proves that this city is the home of intelligent, wide-awake people, who wish to keep abreast of contemporaneous thought and literature.

Administration and Cost of Maintenance.—Frederick H. Hild, the librarian, has four assistants, namely, W. B. Wickersham, secretary; E. F. L. Gauss, Elizabeth A. Young and Kate M. Henneberry. There are forty attendants regularly employed in the day service of the library, and twelve in the evening service. With five janitors, one night watchman, one electrician, and one expressman, the total number of persons in the employ of the Library is seventy-one. The amount expended for salaries last year was $45,919.61, which included $2,787.00 paid for the transportation of books to and from the delivery stations. The total cost for the maintenance of the library for the year was $80,085.47. The board of directors consists of ten members. The estimated expenses of the Library for 1891 were as follows: Salaries, $50,000; books, $20,000; binding, $7,000; heating and lighting, $5,000; delivery stations, $11,000; newspapers and periodicals, $3,250; printing and stationery, $2,000; finding lists, $2,000; incidentals, $1,500; furniture and fixtures, $4,000; rent of reading-rooms, $2,880.

Character of Books.—A classified analysis of the entire number of volumes in the library shows that English prose fiction leads in popularity, there being 21,279 volumes in that department alone. In the department of German literature are found 17,351 volumes. French literature follows with 6,682 volumes. Some general idea of the character of the entire collection

may be formed from the fact that among the classes well represented are those of history; biography; travels; poetry and drama; essays and miscellanies; polygraphy and collected works; fine arts; natural sciences; practical arts (including patents); political and social science; language and literature; mental and moral science; ancient classics; religion; medicine; law; periodicals and newspapers; Government documents and State papers; bibliography; dictionries and encyclopedias; English prose fiction; juvenile literature; German, French, Italian, Spanish, Portuguese, Dutch, Bohemian, Polish, Russian and Scandinavian literature. The largest number of books issued on any one day in 1890 was 5,272, on February 24th. On the same day there were used in the other departments 1,799 volumes, making a total of 7,071 volumes, which is the largest circulation reported for any one day in the history of the Library.

Class of Books Most Called For.—About 62.12 per cent. of the books taken out last year belonged to fiction and juvenile publications. Five years ago, the per cent. was 60.12. History and biography can show 9.70 per cent.; science and the arts, 6.15 per cent.; voyages and travels, 4.63 per cent. and poetry and the drama, 3.12 per cent.

Free Delivery Stations.—There are twenty-two free delivery stations for books, located at convenient points throughout the city, and the number of books circulated through these stations is very large, exceeding 500,000 copies per annum. Cards entitling holders to books may be procured at the delivery station.

Milwaukee Avenue Reading Room.—Located at 1204 Milwaukee avenue. This is the first of the new reading-rooms to be established in different parts of the city by the Public Library Board. The part of the city in which it is located is densely populated. The room is open every day in the year from 9 o'clock in the morning to 10 at night—except Sunday, when the opening hour is 10 o'clock. The room is 25x80 feet in dimensions, on the ground floor, lighted from two sides, and has been newly equipped with tables, periodical cases, chairs, file-racks, and other furniture, and seventy-five of the best English, French, German and Scandinavian periodicals.

The board has been offered the ground floor of a building being erected at number 331 South Halsted street, free of rental, for one of the rooms. The offer will doubtless be accepted. Another will be established on Clybourn avenue near the intersection of that street with Halsted street and North avenue. The next one to be opened will be in the vicinity of the stockyards.

New Library Building.—The block of ground on the Lake Front, formerly known as Dearborn Park, is reserved by the City of Chicago for a great Public Library Building, the construction of which can not be much longer postponed.

REAL ESTATE TRANSACTIONS.

The real estate transactions in Chicago during the year 1890 were the greatest in the history of the city. The recorded transfers of real property for cash of the four quarters of the year, as compared with 1889, were as follows:

PERIODS.	1890.	1889.
First quarter	$39,474,580	$28,915,705
Second quarter	62,863,902	33,205,022
Third quarter	64,206,616	31,328,859
Fourth quarter	60,941,861	39,925,263
Year	$227,486,959	$133,374,949
Increase	94,112,010	

Increase per cent., 70.

The following shows the relative amount of business in the city and outside the limits during 1890:

PERIODS.	CITY.	OUTSIDE.
First quarter	$33,777,955	$5,726,625
Second quarter	52,813,507	10,050,395
Third quarter	47,404,669	16,801,947
Fourth quarter	49,912,330	11,029,531
Total	$183,878,461	$43,608,498

Building Operations Since 1876:—From 1876 to 1889 there were erected in the city 37,042 buildings, covering a frontage of 172 miles, costing $176,460,779, being an average of 3,087 per year for twelve years, an average of 14⅓ miles of frontage, and an average cost of $14,705,065. The least number of buildings erected in any one year was in 1878, with a frontage of about six miles. The least expenditure was in 1879. The largest transaction for same period was in 1888—number of buildings 4,958, 22 miles frontage, expenditure $20,360,800. During 1889 the number of buildings erected was 7,590, covering over 34 miles of street frontage and costing $31,516,000. The buildings erected in 1890 covered a frontage of 50½ miles. In the South Division 1,120 buildings were erected, having a frontage of 29,594 feet, and at a cost of $15,400,800; in the North Division 502 buildings, with a frontage of 14,055 feet, costing $3,681,200; in the West Division 3,994, with a frontage of 91,336 feet, costing $13,687,600. In Hyde park 2,052 buildings were erected with a frontage of 44,481 feet, costing $6,624,300. In Lake 2,889 were erected, with a frontage of 63,297 feet, costing $5,578,100. Lake View added 1,051, with a frontage of 23,518 feet, costing $2,350,100. The total building transactions of Chicago in 1890 were as follows:

New buildings erected	11,608
Feet frontage	266,284
Total cost	$47,322,100
Number of sheds, 2,257, at a cost of	$225,700
Total number of buildings erected since 1876	56,240
" cost " " " "	$255,298,879
" frontage " " " "	256 miles.

Building Permits for 1890.—Building during 1890 showed an expected increase. The totals inside the city limits revealed the issuance of 11,544 permits, for 263,377 feet or about 50.1 miles of frontage, at a cost of $47,322,100. This showed an increase over 1889 of 52 per cent. in the number of permits; 45 per cent. in the amount of frontage covered, and 19 per cent. in the cost of buildings. In the following table the totals for each month are given:

	Permits Issued.	Frontage, Feet.	Cost.
January	573	13,256	$1,310,800
February	866	19,816	2,226,000
March	1,319	29,595	3,854,600
April	964	20,504	2,767,000
May	1,054	24,450	3,387,900
June	1,064	24,840	7,898,900
July	1,047	24,579	4,789,600
August	1,036	24,752	6,736,600
September	1,035	23,442	3,675,500
October	1,178	28,884	4,832,400
November	820	16,710	2,169,700
December	588	12,549	3,724,300
Total, 1890	11,544	263,377	$47,373,200
Total, 1889	7,590	181,126	31,516,000
Increase	3,954	82,251	$15,857,200

The above were divided as follows:

	Permits.	Frontage, Feet.	Cost.
West Side	3,967	88,999	$13,542,100
South Side	1,115	29,622	15,577,500
North Side	501	14,061	3,685,500
Hyde Park	2,044	44,888	6,617,400
Lake	2,873	62,930	5,552,500
Lake View	1,044	23,386	2,316,700
Total	11,514	263,377	$47,373,200

Division Comparisons.—The following table shows the divisions of the city as compared with the building done the previous year:

SOUTH DIVISION.

	Permits.	Frontage.	Cost.
1890	1,115	29,622	$15,577,500
1889	1,082	30,004	969,100
	Gain, 33	Decrease, 382	Gain, $ 5,886,500

GRAND CENTRAL PASSENGER STATION

WEST DIVISION.

	Permits.	Frontage.	Cost.
1880	3,900	88,990	$13,442,100
1889	3,355	75,647	11,199,400
	Gain, 545	Increase, 13,341	Gain, $ 2,001,700

NORTH DIVISION.

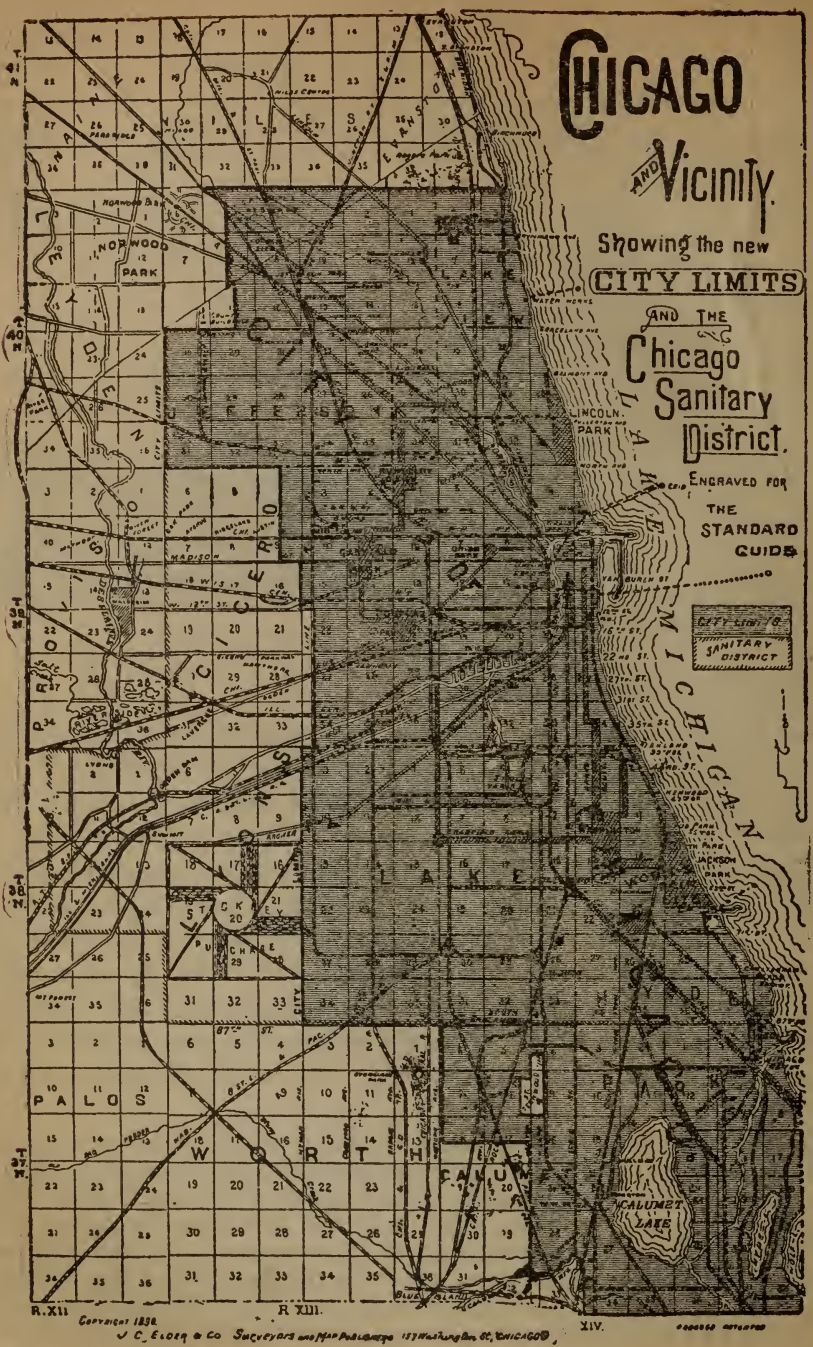
	Permits.	Frontage, Feet.	Cost.
1890	501	14,061	$3,685,500
1889	494	13,922	3,876,800
	Gain, 7	Gain, 139	Loss, $ 191,300

During the year on long termed ground leases $10,000,000 worth of property changed control.

SHIP AND DRAINAGE CANAL.

The question of drainage is one that has received the most earnest attention of the people of Chicago during recent years. It involves so much of momentous importance that the State of Illinois has placed it in the hands of a Drainage Commission, with powers equal to those exercised by the county or municipal governments. These powers embrace the borrowing of an enormous amount of money upon the credit of the people owning property in the districts to be affected by the carrying out of the scheme, the condemnation of land, the digging of canals, the construction of dams, dykes, docks, etc., etc., and the general management of the drainage system of the district known as the Desplaines Water Shed. It would require a volume in itself to give a proper review of the drainage question. The chief features only can be treated of here:

Changing the Water Flow.—In the remote past the overflow of the waters of Lake Superior and Lake Michigan ran through the Mississippi south to the Gulf of Mexico, instead of as now—northeast through the Gulf of St. Lawrence to the Atlantic. At the same time Lake Erie was emptying into the Atlantic through Lake Ontario and the St. Lawrence; not by the Niagara, but by the Dundas valley, a channel not far from the line of the present Welland canal. Then, at some epoch unknown and for some cause unguessed, the Detroit strait and the Niagara strait were opened, Lake Michigan slowly fell about thirty feet, and its outlet (now "the Divide," at Summit, close to city limits, twelve miles southwest of the Court-house) gradually filled up with



THE SANITARY DRAINAGE DISTRICT.

mixed deposit; so that to-day the dry bed of "Mud Lake" is the sole remaining representative of the once great southward waterway. Within a few years, long before the close of the nineteenth century, the old order of things must be re-established and mighty Michigan once more find its waters flowing southward. The hand of man will compel it again to turn in its bed, and lie with its head to the north and its foot to the south as of old. The canal which is to be built as an outlet will carry a stream of water 160 feet wide, 18 feet deep, flowing 2½ miles an hour. Through this canal the largest steamers might float, but it is not intended that passage through shall be provided for them, because the locks by which they would have to descend (151½ feet) to reach the Illinois river are too small and the river itself is far too shallow for their accommodation. Some Mississippi boats can come to us, but our stately ships can not go to them. Each must break bulk in Chicago. Also—an important consideration—light-draft gunboats may pass and repass freely between the great lakes and the great river. As we stand now, any nation having control of the St. Lawrence and the Welland canal has at least the highway necessary to command Lakes Erie, St. Clair, Huron and Michigan with all that lies on their shores.

Cost of the Undertaking.—To accomplish the ends desired will cost the Sanitary District (practically the city of Chicago) about $20,000,000.

Disposing of Chicago Sewage.—The one great object of this ship canal, however, is to dispose of Chicago sewage. When the population was small, the city was drained by the Chicago river and the lake. Years ago it became apparent that a change would have to be made in this respect. The course of the Chicago river is naturally into Lake Michigan, but pumping works were erected at Bridgeport, in the southwestern part of the city, which lift an average of 40,000 cubic feet per minute into the Illinois and Michigan Canal, causing, under ordinary conditions, a perceptible current away from the lake. The water thus pumped into the canal flows south to the Illinois river and thence to the Mississippi. Pumping works at Fullerton avenue, on the north branch of the Chicago river, force water from the lake into that stream, diluting its contents, and furnishing the head needed for a flow toward the Bridgeport pumps. This means of disposing of the city's sewage is wholly inadequate to its needs, and the pollution of the water supply of the city is constantly menaced. Measures have therefore been taken to construct a large gravity channel as an outlet for the sewage of Chicago into the Illinois river. The Chicago Sanitary District has been formed by act of Legislature of the State of Illinois; nine trustees have been elected to supervise the construction of a channel; a corps of engineers has been set at work making preliminary surveys, and plans are being perfected for a channel which will answer the double purpose of disposing of the city's sewage and establishing a navigable waterway for the interchange of commerce between Lake Michigan and the Mississippi river.

Route of the Ship Canal.—A trip over the route of the great ship and drainage canal will be interesting and instructive to visitors who are of an inquiring or of a scientific turn of mind. Starting from Bridgeport, where is located the present pumping works (Ashland and Archer avenues), whose ponderous engines are laboriously lifting, every minute, 60,000 cubic feet of the slimy, filthy water of the river, at a cost of $1,000 per week, we strike right across the country to Summit. Here we come to the bank of the "Ogden-Wentworth ditch," well known by name to very many and by face to very few.

Sometimes it has been a great, moving flood, bringing Desplaines water in to work harm to all the low-lying parts of Southwestern Chicago. Now it is a huge gutter, dry, except for a sluggish rivulet trickling along its middle. Its purpose was to drain Mud Lake, and by its aid that long, narrow basin is now and has been for many years dry land—at least land dry enough for agriculture, and to some extent for humble habitation by the unexacting poor. Its course presents few attractions—none, unless the great Chicago Bridewell be called attractive, which it is not, usually—rather to be avoided if convenient.

Eight miles out, at the head of the ditch, is the "Ogden Dam," another entity whereof many know the name who would not recognize the aspect if they met it in their morning walks. It is a plank wall perhaps twelve feet high on an average, running less than 100 feet northerly and southerly, barring the eastward flow of the Desplaines river, save when spring floods overtop it, Mud Lake becomes once more a lake, and its waters flow with great speed and volume unchecked toward the city, where they enter the South Branch and drive its foul winter accumulations out into the lake—our drinking fountain.

So we have reached the famous "Divide." This is "Summit." Before us is the Desplaines, flowing toward the warm, torrid Gulf of Mexico; behind us the waters that are destined to the Gulf of St. Lawrence by icy, stormy Labrador. We have come eight miles fr m Bridgeport, and all the way on our left we have passed the present canal, its course marked by the long high pile of rocks excavated from its bed. Just beyond the canal is the Chicago & Alton railroad, which closely follows its course nearly all the way to Joliet, and just this side of it the Chicago and Santa Fé, which crosses the ditch east of the dam.

It happens quite by accident that the first stretch of the Ogden Ditch points directly toward the Auditorium tower, and, as we look back along its course, that square structure is perfectly visible with a glass—may be faintly descried with the naked eye in favorable states of the atmosphere, looming in the little gap between the low shrubbery that has sprung up on either side of the watercourse.

Turning our backs to Lake Michigan we see before us to the southwest the "twelve-mile level" of the Desplaines. At this dry time it is almost without current, and the landscape along its banks is as tame and featureless as can well be imagined. Even the canal itself has more fall here than the river, and its bed is some twelve feet lower than the surface of the stream. The rolling prairie near Summit changes to a wooded ridge coming in from the left as we near Willow Springs, a place attractive to festive picnickers brought out by the Alton and the Santa Fé railways, the former following the left bank and the latter the right. Following the tow-path we come in sight of frequent piles of waste rock, showing that we are entering the great quarry district. The old canal (still some feet lower than the river) runs near a high wooded ridge that marks the southeasterly limit of the valley. At length this ridge begins to grow lower; we are approaching the "Sag" feeder which used to bring water from the Calumet river and deliver it to the canal. Wearily we climb the hill, when, all at once, a strong, cool breeze greets the beaded brow, and lifting the eyes they are surprised with the sight of a broad green vale stretching eastward far below, bringing a silvery, winding stream and a refreshing breath of unmistakable Lake Michigan air. Here is a cemetery and a Catholic priest in attendance. From him we learn :

"This is the Sag Bottoms before you. It is a low area of land running to Calumet Lake, some twenty-five miles away. The Indians who used to live here called the stream the Au-sag-nous-ki, the west grass valley. You see that winding stream? Well, that's the Sag feeder, the old Calumet Canal. Back about '50 they used to run passenger-boats down the feeder. There weren't any railroads to speak of then. The feeder runs clear through from the Calumet river to Stony Creek, round Lane's Island (which isn't an island at all, but only high ground), and down through the bottoms into the Illinois and Michigan Canal just below here. That is the town of Sag over there."

We descend and follow the feeder to its junction with the canal. Its water is low now, since the canal was deepened (1870), but there is still a current passing under the bridge of the railway, its successful and dominant rival. From Hastings to Lemont the canal presents a lively aspect. Quarry succeeds quarry in close succession. Each has its swinging cranes at work loading track-cars and canal-boats, and the canal is frequently bridged with "locomotive cranes" running on supporting trusses, and carrying huge blocks of stone from the quarries to the mills to be sawed or planed into building blocks or flag-stones. In the quarries proper the scene is active and the sound continuous. Steam drills and channelers bore and carve the sandstone, and brawny arms raise and drop the heavy hand-drill. Here is a line of men sinking a series of wedge-holes into a stratum of the milk-white rock; beyond is another line driving a row of wedges with fast-falling blows of the sledge-hammer. A sharp, cracking noise and the split has run from hole to hole, and with a grinding sound a long, narrow strip of stone pushes out from its immemorial bed. "Do you see those men slinking off through the weeds on the hill? They are getting out of the way of a blast." Sure enough, in a few seconds a sound of cannon-shot indicates that several blasts have been fired simultaneously by electricity. A mass of smoke rises, and as the cloud disperses it discloses a shower of fragments and falling stones.

Below Lemont some extensive earth-moving, "scalping," is doing by steam shovels to strip the rock for quarrying. Though the Desplaines here is broad, shallow and sluggish, yet it has already fallen a good deal, for it is now about level with the canal or lower. These inexhaustible quarries of easily-worked stone are a great and owuly partly recognized factor in making Chicago what she is and what she will be. Timber to the north, coal to the south, a great lake to the northeast, a great river to the southwest, and a glorious country all around—what more could be asked to build her up to be the metropolis of America? Nothing but something to build with. And she has it all. Lumber is her great staple. Brick, clay and building-sand are her very foundation, and a whole valley of kindly rock is at her very door. In truth Chicago is Nature's chosen tabernacle. Vain—vain and foolish for us Chicagoans to fancy that we made our city, for it is Chicago which has made us. From Lemont to Lockport the valley widens, the bottoms forming level and open areas of prairie. At Lockport the river is some twenty-five feet lower than at Lemont. Lockport is a large and interesting manufacturing town, showing the effect of the water-power which even the old canal has furnished. Much surplus water is now wasting here; not because it is not valuable, but because it is the product of the increased action of the Bridgeport pumps, an increase which has accrued too lately to allow time to erect the mills which should be using the power. The flood forms a raging torrent forty feet wide, attractive to the eye, offensive to the nose.

From Lockport to Joliet is eight miles, but the drainage canal, strictly

speaking, ceases at Lockport, thirty-four miles below Chicago, where the river bed becomes low enough to care for the water. The canal is under way and will surely be completed within our own times. All craft short of our great lakers will use it. By water to the gulf and beyond will be part of our daily traffic.

Worthen's Route.—Some changes have been made recently in the proposed route of the canal. The route chosen by Engineer Worthen is as follows: Starting from the west fork of the south branch of Chicago river in Bridgeport, following the Ogden ditch to Ogden dam, where the route crosses the Des Plaines river, then following the west bank of Des Plaines river to Joliet. In one or two places where there is too great a curve in the river it leaves it for a short distance. Again it runs in the river at places, but never crosses over, always running on the west bank.

WATER WORKS.

The water works of Chicago are among the wonders of the city, not alone because of their magnitude, but because of the magnificent engineering features which they present to the intelligent or curious visitor. The great central pumping works of the system are as follows: Foot of Chicago avenue, North Side. Take North Clark street cable or State street car to Chicago avenue, and walk east toward the lake. These works are at the Southern end of the Lake Shore drive and should be visited by all strangers. West Side works, corner of Blue Island avenue and Twenty-second street. Take Blue Island avenue car. Central pumping station, West Harrison street; between Desplaines and Halsted streets. Take Harrison street or South Halsted street cars. To visit the different "cribs" situated in Lake Michigan, during the summer months, take excursion boats on the lake shore, foot of Van Buren street. The fare for round trip is 25 cents. The area of Chicago is about 181 square miles, the greater part of which is thickly populated, requiring good facilities for an abundant supply of water. This is drawn from Lake Michigan by a number of separate water works, all of which are operated upon the same plan. Owing to the perfectly level plain upon which Chicago is built, there is no natural elevation available for the establishment of reservoirs. The water, when drawn from the lake, is pumped directly into the mains against a stand-pipe head of about 100 feet.

Description of Water Works.—The Water Works System may be intelligently described by confining ourselves to the principal Water Works, or those now in full operation. Two miles from the shore, in the lake, a substantial structure is located, which is popularly styled "the crib," within which is an iron cylinder 9 feet in diameter, extending down 31 feet below the bottom of the lake, and connecting with two distinct tunnels leading to separate pumping works on shore. Water is admitted into the crib from the surface of the lake, its flow being regulated by a gate. The tunnel first constructed is five feet in diameter, and communicates with the pumping works at the foot of Chicago ave., where there are four double and two single engines,

which furnishes a daily average of 50,000,000 gallons under a head of 105.7 feet. The second tunnel is seven feet in diameter, and extends under the lake and under the city, a distance of six miles, to the pumping works on the West Side, in which there are four engines whose daily performance is about 61,000,000 gallons under a head of 106 feet. A new central pumping station has recently been built on West Harrison st., between Desplaines and Halsted sts., which is for the present obtaining its supply of water from the seven-foot tunnel just referred to. It is equipped with two triple expansion engines, built by the Edward P. Allis Company, of Milwaukee, each weighing 440 tons, including pumps, and each calculated to deliver 15,000,000 gallons daily against a head of 125 feet, with a steam pressure of 125 pounds. With a view to meeting the requirements in the near future of this rapidly growing city, a new lake tunnel is in course of construction. The in-take to this tunnel will be located four miles from shore, to avoid the pollution of the water supply from the drainage into the lake. The original plans contemplated an eight-foot tunnel, but difficulties were encountered in the nature of the soil which made it necessary to reduce the size, and two six-foot tunnels are now being driven. An intermediate crib has been built, two and one-half miles from shore, to enable the water supply from this source to be made available at an early day. The central pumping station at Harrison st. will eventually draw its supply from this new tunnel, as will another pumping station now in course of erection on Fourteenth st. The latter station will be supplied with four triple expansion engines of the same pattern as those at the Harrison street station.

Cost of Water Works.—The total cost of the works constituting the Chicago Water system is as follows:

Cost up to May 6, 1861, when the works were transferred from Board of Water Commissioners to the Board of Public works..... $1,020,160 21

Expenditures since 1861.

Cost of water pipe laid (including labor).....	$7,812,132 37
Cost of North pumping works.....	918,573 14
Cost of West pumping works.....	896,849 37
Cost of first lake tunnel.....	464,866 37
Cost of second lake tunnel.....	415,709 36
Cost of lake crib protection	149,431 63
Cost of new lake tunnel	232,466 19
Cost of land tunnel to West pumping works.....	542,912 63
Cost of new land tunnel.....	254,894 38
Cost of lake tunnel crib.....	70,319 10
Cost of lake shore inlet.....	42,871 17
Cost of new lake shore inlet.....	84,474 17
Cost of water works shop.....	25,551 73
Cost of water works stock.....	29,318 00
Cost of water reservoir fence.....	1,702 87
Cost of addition to stable	1,019 48
Cost of real estate for sites of new pumping works	206,972 35
Cost on account of Central pumping works.....	235,150 11
Cost on account of South Side pumping works	141,743 46
Cost on account of new lake crib..	192,262 65
Cost on account of breakwater.....	28,181 93
Total cost of the entire water works to December 31, 1889.....	$13,772,562 25
Amounts expended in 1890.....	1,250,000 00
Total cost to December 31, 1890.....	$15,022,562 25

New Water Tunnel.—The new water tunnel will be completed long before the World's Columbian Exposition is held here. It is expected that the additional water supply will pass through this tunnel and be distributed in the city before the close of 1892.

Source of Water Supply.—The water supply of Chicago and her environs is taken from Lake Michigan, which is a part of the chain of lakes and rivers composing the basin of the St. Lawrence. To form some idea of this inexhaustible and magnificent reservoir of pure water, at the very doors of her people, it is only necessary to give a few pertinent statistics. The chief geographer of the United States geological survey gives the following data: Area of basin of St. Lawrence, 457,000 square miles, of which 330,000 belong to Canada, 127,000 to the United States. Lake Superior —area, 31,200 square miles; length, 412 miles; minimum breadth, 167 miles; maximum depth, 1,008 feet; altitude above sea level, 602 feet. Lake Huron—area, 21,000 square miles; 263 miles long, 101 broad; maximum depth, 702 feet, altitude, 581 feet. Lake St. Clair, 29 miles long; Lake Erie, area, 9,960 square miles; length, 250 miles; maximum breadth, 60 miles; maximum depth, 210 feet; altitude, 573 feet, and above Lake Ontario 326 feet. Lake Ontario—area, 7,240 square miles; length, 190 miles; breadth, 54 miles; maximum depth, 738 feet; altitude, 247 feet. Lake Michigan—area, 22,450 square miles; maximum breadth, 84 miles; length, 345 miles, maximum depth, 870 feet; altitude, 581 feet.

Temperature of Lake Water.—The average temperature of the water in the lake, from observations taken at the crib during the year 1890, was: January, 32.0; February, 32.0; March, 35.4; April, 43.3; May, 51.9; June, 54.9; July, 65.9; August, 60.2; October, 50.6; November, 43.0; December, 37.5.

Water Towers.—For the benefit of those who do not understand the principles of water distribution in a great city, the following explanation is given: A tunnel from the crib in the lake is built on an incline so that the water pours into a well under the water works. In getting there it has been allowed to fall several feet below the level of the lake. When the pumping is light, of course the water rises in the well to the level of its source—the lake—but in Chicago the demand is so strong that the pumps keep the water in the well several feet below that in the lake, raising the water from a distance maybe sixteen feet below lake surface. After the pumps have thus raised the water their work is just begun. They must now force it out the mains and into the houses, just as an ordinary well pump, with the valve in the bottom of the well instead of up near the pump handle, brings the water to the pump spout. The use of the tower is now shown. Take away a section of the masonry and there remains an upright pipe. A description of the West Side water works tower will serve as an illustration. There the stand-pipe is five feet in diameter and about 167 feet high. It is made of plate boiler iron about five-eighths of an inch thick, and looks like an ordinary engine boiler, except in length. When the water passes the valve in the pump it passes through the main pipe close by the base of this tower, or may pass under the tower. An opening allows the water to run out of the pipe into the tower stand-pipe. At the West Side works there are four of these main pipes, all opening into the stand-pipe. Now comes the essential part, which is very simple, when understood. The pumps are started, say at a pressure of forty pounds to the square inch of surface. The water is forced out along the mains, and through the opening into the tower stand-pipe.

THE LA SALLE STATUE.

That will raise the water about two and one-third feet in the stand-pipe for each pound of pressure, which is about ninety-three feet for the forty pounds. The weight of the water in the pipe represents that power, and stands there as an elastic spring or cushion, rising and falling, equalizing the pressure on the water faucets and pipes. If every one having faucets on the main should close them, the water pumped in the main would have an escape through this pipe, and the result can be imagined—the pipe wouldn't hold it very long if the pumps were not stopped. But there is an indicator, like the hands on the face of a clock, which shows just how much water is being drawn, or how much of the power is used, and the engineer regulates his pumping accordingly. After the above explanation it may be simply stated that the stand-pipe in the water tower furnishes an equalizer, so that when an engine is running at a given rate of speed or pressure, the turning on or off of a few more or less faucets by consumers may not seriously and too suddenly affect the pressure and supply.

Water Supply of the Environs.—The water supply of the southern portion of the territory recently annexed to the city, and known as Hyde Park and Lake districts, is taken through a five-foot tunnel about 5,000 feet long, and is pumped by two 12,000,000-horizontal and one 6,000,000-vertical Gaskill pumping engines, one horizontal 3,000,000 Knowles engine, two 3,000,000 Cope & Maxwell engines and one of Henry R. Worthington's horizontal high-duty pumping engines. This plant is located at the foot of Sixty-eighth street, near the South Shore station of the South Chicago branch of the Illinois Central railroad. The water supply of the northern portion of the annexed territory, known as the Lake View district, is taken through one twenty-four-inch pipe and one eighteen-inch pipe, and is pumped by one horizontal 12,000,000 Gaskill engine, one horizontal 5,000,000 Worthington low-duty engine and a 3,000,000 Vergennes geared engine. A lake tunnel to supply the pumping engines for this district is now in course of construction. It will be six feet in diameter and two miles long.

Suburban Water Supply.—Nearly every suburban town, whether within the corporate limits or outside of them, has its own water works. A great many use the Artesian well system at first, but some, for various reasons, take their supply from the lake, the water of which answers all purposes of a domestic nature. Some of the suburbs have water works of considerable magnitude. Evanston, for instance, has a system and machinery which a city of 50,000 inhabitants might be proud of. [See "Outlying Chicago."]

PART III.

THE ENCYCLOPEDIA.

AMUSEMENTS.

The visitor, whoever he may be or wherever he may come from, will not lack for opportunities of enjoying himself to his heart's content in Chicago, no matter in what direction his taste may happen to lie. It is said by those who have made a study of the matter that there are more places of amusement open in Chicago daily and nightly than in any other city on the globe. In addition to such amusements as may be termed strictly American, we have presented to us here constantly the leading attractions of European cities. Whatever is popular abroad speedily finds its way to Chicago, to be tested here at least. The Chicago theatre-goers are as familiar with the work of the dramatists and actors of Great Britain, France, Germany, Austria, Italy and Russia, as they are with the work of American dramatists and actors, because there is a constant procession of attractions across the Atlantic, and because foreign play-wrights and actors of celebrity find an appreciative public and a golden harvest on this side of the ocean. Chicago during recent years has become a dramatic center of the first rank. Many new plays are produced here every season for the first time. The stamp of Chicago approval usually insures the success of a drama, comedy or burlesque, throughout the country. Architecturally the amusement houses of Chicago are the best in the United States; the interior decorations, the scenery and the stage fittings of our theatres are unsurpassed. Aside from the theatres there are numerous first-class places of amusement, all of which are pointed out under this heading.

Alhambra Theatre.—Located at the corner of State st. and Archer ave.; H. R. Jacobs, manager. Take State st. cable line. This theatre was opened by Miss Emma Juch, the prima donna, in 1890. It is one of the handsomest in the city. The theatre has a grand entrance on State st. and another entrance on Archer ave., both leading inward through a business block to a large court from which a spacious lobby opens into the main foyer. Here a wide staircase leads to the balcony and branches into side flights of steps both at the top and bottom. The auditorium, constructed upon the most approved modern system, is wide but not deep, and has a seating capacity of 2,500 aside from the twelve boxes. The lower floor seats 750, the balcony 550, and the gallery 1,200. The ornamentation of the interior about the boxes, balconies and stage front and ceiling, is Moorish in design, and the colors are salmon and shrimp pink with intermediate shades. One feature of the new playhouse

that makes its plan well-nigh a model one is the excellent system of fire-escapes and exits provided. From the various parts of the house are twenty-eight exits, those from the gallery and balcony reaching to iron staircases, spiral and straight, running down the exterior walls. The stage is forty-five feet deep and has an opening of twenty-five feet. There are twenty-four dressing-rooms, besides two large rooms for "supers," a bill-room, and music rooms—all supplied with every convenience and arranged after the most desirable plans.

Auditorium Theatre.—The theatre of the auditorium building is justly entitled to the distinction of being the best equipped for stage purposes, the handsomest in interior decorative work, the most perfect in acoustics and the most convenient and comfortable for audiences in this or any other country. Columns of praise have been written about it. Architects and artists of international fame have lauded its merits and its beauties. Thousands from foreign shores, who have visited it during the various notable performances which have been given within its walls, have been surprised at its size and magnificence, and gave willing testimony to its superiority over their own famous places of amusement. No less remarkable have been the compliments paid by the famous vocalists who have sung on its stage. Patti, whose presence has graced all the great opera-houses of the new and old world, marveled at the ease with which she could sing to the immense audiences which made the opening season so notable. Tamagno, Lehmann, Albani, Reichman, Nordica and others of like fame, were no less complimentary. In short, the opinions of everybody—artist, auditor, lecturer and critical foreigner—have been unanimous in declaring the grand auditorium theatre unsurpassed for all the purposes to which it was dedicated. The great audience room was thrown open to the public on the evening of December 9, 1889. The occasion is not likely to be forgotten by those who were fortunate to secure admission.

The following programme was given:

TRIUMPHAL FANTASIE, - - - - - - - - - *Theodore Dubois.*
Composed for this occasion for grand organ and orchestra.
CLARENCE EDDY, Organist.

ADDRESS, - - - HON. DEWITT C. CREGIER, Mayor of Chicago.

ADDRESS, - - - - - - - - - - - FERD. W. PECK.

CANTATA, - - - - - - - - - *Frederick Grant Gleason.*
Composed for this occasion and sung by a chorus of five hundred voices under the direction of
WILLIAM L. TOMLINS.

ADDRESS, - - - - - - - - - PRESIDENT HARRISON.

ADDRESS, - - - - - - HON. JOHN S. RUNNELLS, of Chicago.

"HOME, SWEET HOME,"
MADAME ADELINA PATTI.

INTERMISSION.

"America,"

Apollo Club.

Concert Fantasie, Op. 33, - - - - - - *F. De La Tombelle.*

Composed expressly for the dedication of the Auditorium organ.

Clarence Eddy.

"The Heavens are Telling," - - - - - - - - *Haydn.*

Apollo Club.

Address (Dedicatory), - Hon. Jos. W. Fifer, Governor of Illinois.

"Hallelujah,"—Chorus from "The Messiah." - - - *Handel.*

Apollo Club.

The presence of President Harrison gave a national color to the festivities. Patti received a tremendous ovation when she stepped in front, on tht arm of Manager Milward Adams, and as the last note of "Home, Swee. Home" wafted through the space the demonstrations were extraordinaryt When midnight came the vast audience dispersed and the most brilliane scene ever enacted in an American theatre remained fixed forever in thr memory. A remarkably prosperous season of Italian opera followed, undee the management of Henry E. Abbey, which lasted four weeks. Next to the appearances of Patti was, perhaps, the debut of the renowned Tamagno, the tenor in Verdi's Othello, the first complete performance of which was given in America during this season. A few weeks later the same company returned for a supplementary season of two weeks, and the success of the first series was repeated. The Apollo Club gave its first concert on December 25th. A grand charity ball, attended by the wealth and fashion of the city, was held on the 9th of January, 1890.

The Hebrews followed with a grand ball on 21st of same month. Sarasate and D'Albert, the famous violinist and pianist, appeared on 27th and 29th of January, and again in February. The important engagements following were: The Duff Opera Company, in a series of Gilbert & Sullivan operas; DeWitt Talmage's lecture, April 8th; the "Kirmess," April 17th, 18th, 19th; the German Opera Company, from the Metropolitan Opera House, New York, from February 21st to March 10th; the Apollo Club, May 26th and 27th; the Strauss Orchestral Concerts, June 2d to 6th; "Shenandoah," August 26th to September 6th; return engagement of Duff Opera Company, September 18th to October 4th; Strauss return concert, October 9th to 14th, and a magnificent production of an English pantomime, direct from Drury Lane Theatre, London, entitled "The Babes in the Wood," November 10th to December 20th.

The audience room of the theatre is reached from Congress street near the corner of Wabash avenue. A grand vestibule with ticket offices on the right and left sides leads to a mosaic paved lobby. The low vaulted ceiling, pillared by shapely towers and jetted with electric lights, give it a unique appearance. Several large cloak rooms range along one side, and from the other broad marble stairs, protected by solid bronze balusters, reach to the foyer. This part of the house is of ample dimensions, and richly furnished. Two large retiring rooms for ladies and smokers adjoin on the south end, both decorated and furnished with dainty taste. The house contains 40 boxes, supplied with luxurious chairs and sofas and hung with curtains of delicate tinted plush. There are 4,050 seats, about 1,500 of which are located in the parquet. Above the parquet are the first and second balconies

and the gallery. The two latter portions of the house can be closed down for special occasions by iron curtains worked by a windlass and chains—an ingenious arrangement and very useful at times. Over 5,500 incandescent lamps are used in the theatre and stage. The general color treatment of its walls, ceiling and pillars is yellow in various shades. The effect produced when the electric lamps are lit is extraordinarily impressive. The orchestra pit has accommodations for 100 players.

A special feature of the theatre is the great organ located in a compartment behind the north wall. This instrument was dedicated October 29, 1890, in the presence of an audience which filled every seat and occupied much of the standing space in the foyer. The organ is considered to be the most perfect in the world, and in size ranks among the largest. It contains 7,193 pipes and swell, and is divided into seven parts, namely, "Great, Pedal, Swell, Choir, Echo, Solo and Stage." The echo organ is located in the roof over the parquet, and is operated by means of electricity from the keyboard. The stage organ, as its name implies, is utilized for chorus purposes in operas, and for certain stage effect. The instrument, in all its parts, is a model of modern ingenuity, combining all the latest inventions. It is the intention of the management to give recitals from time to time, consisting of popular music, for which popular prices will be charged.

The equipment of the stage is the most complete of any in this or foreign countries. It is modeled after the famous one of Buda Pesth in Hungary, but has the advantage of improvement effected in the past five years—mechanical, electrical and hydraulic. The depth from footlights to the rear wall is sixty-nine feet; the clear width from wall to wall is ninety-eight feet, giving the total available stage room of 6,862 square feet, an extent equal to the demands of the most sumptuous productions.

The floor is entirely level in accordance with the last ideas. From the stage to the cellar floor is a depth of 18 feet, but there is an intermediate floor for working purposes. The rigging loft is 90 feet above the stage floor, the entire framework from top to bottom, including the rigging loft, paint bridges, fly galleries, etc., is of iron and steel. All the pulleys, sheaves and their bearings are of iron, and the cables by which the drops and border light are suspended are of steel, flexible and durable. In the stage floor are four bridges, four traps, four small bridges and three small traps, so disposed that the stage can be formed into any shape required for spectacular purposes. The immense weights of iron and stage floor are lifted and lowered by hydraulic machinery located beneath. The system is most complete, and yet so simple that the mere movement of a lever can control all its parts. The water-power is obtained from an immense tank set in the tower 180 feet above the street, and two force pumps with a capacity of 400 gallons per minute maintain the pressure. A unique feature is the "horizon," a panoramic device moving on a semi-circular iron frame around the three sides of the stage. Its purpose is to do away with the old time "Sky borders" which have long since grown next to useless, though still found in all other theatres of America. This "Horizon" is painted to depict all phases of the sky, clouds and clearness, and the effect of light thrown on it from the sides give all the necessary effect of movement, lightning, sunset, etc. The property room lies above the parquet and is a capacious compartment for the purpose of manufacturing and storing all the manifold furnishings required for every conceivable production. The accessories of the stage are in thorough keeping with its principal features.

The dressing-rooms are large and splendidly furnished with every necessary convenience for artists. The electric apparatus is a wonder of complexity and ingenuity and the arrangement for the disposal and hanging of scene drops are of the latest and most approved device. To sum up, it may truly be said that the stage marks the beginning of a new era in theatrical productions in this country.

The credit for the conception of this splendid structure is due to Mr. Ferd. W. Peck. It was his unflagging energy, generous and optimistic nature and personal influence that carried the great project to completion. When others saw disaster, he inspired hope. The result has demonstrated his wisdom and foresight. Chicago has amply shown its appreciation of his successful effort and the world at large has looked on and applauded. [See Auditorium.]

Battle of Gettysburg Panorama.—Located at the corner of Wabash ave. and Panorama pl. Take Wabash ave. cable line. This magnificent cyclorama has been one of the leading attractions of Chicago for several years, and hundreds of thousands of people have seen and admired it. The building in which the painting is exhibited is similar to those in the leading continental cities of Europe. Open day and evening. Admission, 50 cents; children, half-price.

Central Music Hall.—Located at the northeast corner of Randolph and State sts. Opened Dec. 9, 1879; Geo. Harrison, business manager. This is the most popular lecture and concert hall in the city, and is open generally through the amusement season. The auditorium is a beautiful one and seats 2,000. It contains a grand concert organ. Some of the greatest singers and lecturers in the world have appeared here. Prof. David Swing preaches here every Sunday. [See Central Church.] The stage is 25 by 45; no scenery.

Chicago Opera House.—Located in the Chicago Opera House building, a magnificent structure, southwest corner of Clark and Washington streets, opposite the Court-house; close to the principal hotels and convenient to railroad depots and street car terminals. J. W. Norton & Co., proprietors; David Henderson, manager. This is one of the handsomest as well as one of the most popular theatres in the city. It is considered absolutely fire-proof, every precaution known in modern architecture having been taken to make it so. The theatre is built entirely independent of the main building, except so far as the entrance and exits are concerned. It was opened August 18, 1885, by Thomas W. Keene, in "Hamlet," and since then, with scarcely an exception, there has been a perfect succession of popular and profitable attractions presented here. From time to time some tragedies and dramas of the highest order have been produced, and many of the leading actors of this country and of Europe have appeared in the Chicago Opera House; but, as a rule, the management seems to favor the lighter species of plays, popular and sensational burlesques, and the spectacular. And, however this policy may be viewed by those inclined to be critical, the patrons of the house appear to give it their approval. The theatre has a seating capacity of about 2,300 The proscenium opening is thirty-six feet wide, and the height from stage to "gridiron" is seventy feet, making it one of the finest stages in the country for plays requiring machinery to produce spectacular effects. The main floor of the auditorium is constructed of fire-brick or tiling, supported upon arches covered with a solid bed of cement; all the galleries and boxes are constructed of iron and steel, and there is scarcely a piece of wood to be

found in the entire interior. The dressing-rooms are below, and are large and comfortable. There are fourteen exits distributed over the house. The house is illuminated by electricity exclusively. Admission prices, 50c., 75c., $1.00 and $1.50, according to location. Boxes, $10, $12 and $15.

Columbia Theatre.—Located at the south side of Monroe, between Clark and Dearborn sts., close to all the leading hotels and convenient to railroad depots and street car terminals. Proprietors, Al. Hayman and Will J. Davis; acting manager, Alf. Hayman. This theatre is the predecessor of "Haverly's," successor of the "Adelphi," which occupied the old post-office building on Monroe and Dearborn sts., the present site of the First National bank building. Haverly opened the new theatre, giving it his name, on September 12, 1882, with Robson and Crane in "Twelfth Night." Business reverses having compelled Haverly to retire from the management, a new company was formed, and the theatre was re-christened the "Columbia," by Miss Ellen Terry, during an engagement of Henry Irving, in 1885. Since then various managements have had the house in charge, but all have failed, with the exception of the present one, to secure for it a sufficiently steady patronage to make the theatre a profitable one Since Messrs. Hayman and Davis secured a lease, however, the Columbia has grown in popularity, and the patronage of the theatre now is equal to that of any in the city. The very best attractions are to be found here, and the scenic and other stage appointments are always commensurate to the high character of the productions. The interior of the Columbia is beautful, the decorations being at once rich and pleasing. The house is practically fire-proof, but numerous exits are provided so that the theatre may be emptied in a few minutes in case of a panic arising from any cause. The house is illuminated by electricity. Dimensions: The building is 70 by 190 feet, six stories in height; stage 70 by 54 feet; proscenium opening 34 feet wide; seating capacity, 2,400. The house is lit by electricity. Admission, 50 cts., 75 cts., $1.00 and $1.50, according to location. Boxes, $10, $12 and $15.

Criterion Theatre.—Located on Sedgwick and Division sts., North Side. C. S. Engle, lessee; Alf. Johnson, business manager. Seating capacity, 1,800. Conducted as a theatre of the light comedy and burlesque character. Has a large neighborhood patronage.

Eden Musee.—Located on Wabash avenue near Adams street. This is conducted after the manner of the Berlin Panopticon, and is principally an exhibition of wax works. It is a delightful place to spend an hour. There is usually a concert troupe performing in the amusement hall. Lyman B. Glover, business manager. Admission to all parts of the house 50 cents; children 25 cents.

Epstean's New Dime Museum.—Located on the north side of Randolph st., near Clark st. Louis Epstean, proprietor. A first-class museum of the kind, containing numerous curiosities, novelties in the way of human and animal natural freaks, wax works, electric contrivances, etc. Very amusing to children. Admission, 10 cents.

Freiberg's Opera House.—Located at 180 and 182 Twenty-second street, between State street and Wabash avenue. Not regularly open.

Grand Opera House.—Situated on the east side of Clark, between Washington and Randolph streets, opposite the Court-house, close to all the lead-

ing hotels and convenient to railroad depots and street car terminals. Harry L. Hamlin, manager. This building stands on the site of the old "Colosseum," a once famous beer and concert hall. The latter was transformed into a vaudeville theatre and christened "Hamlin's" about 1878. It was again reconstructed at a cost of about $55,000, christened "The Grand Opera House," and opened, under the management of the Hamlins by Hoey & Hardy's company, September, 1880. The Grand Opera House has been conducted during recent years as a first-class place of amusement in every respect. Although presenting dramas and comedies of the modern school, and consequently light in character, there has been observed by the management a proper regard for the decencies, and cleanliness in the attractions presented as well as in the speech of those presenting them, have contributed largely toward making the Grand Opera House a favorite family resort. Dimensions: The seating capacity is divided as follows: Auditorium, 573; balcony, 375; gallery, 800. There are eight handsome proscenium boxes. The stage is 42 by 76 feet and the proscenium opening 35 by 33 feet. The fittings and decorations are modern and pleasing. The house is illuminated by electricity. Visitors will find it a pleasant house in summer, the ventilation being perfect. Admission 50 and 75 cents, $1 and $1.50; boxes from $10 to $15.

Halsted Street Opera House.—Located at the corner of Halsted and Harrison streets. Take South Halsted or Blue Island avenue car. This theatre is generally occupied by a stock company in sensational drama.

Havlin's Theatre.—Located on the west side of Wabash avenue, between Eighteenth and Twentieth streets. John A. Havlin, lessee; J. S. Hutton, manager. This was originally Baker's Theatre. It is a popular resort and deservedly so. The theatre building is quite an ornament to the section of the city in which it is located; and the theatre is conducted as a high-class place of amusement. Seating capacity, 2,000; stage 50x65; proscenium opening 36, to loft 67. The building is fire-proof and was constructed at a cost of $300,000.

Haymarket Theatre.—Located on the north side of West Madison street, between Halsted and Union streets, West Side. Take West Madison street cable line. Will J. Davis, manager. This is one of the newest and one of the handsomest and largest houses in the city. Its seating capacity is 2,475; stage, 48 by 90 feet. Since its opening, in 1889, it has been recognized as a first-class place of amusement and has attracted a large proportion of the better class of West Side theatre-goers, who formerly patronized South Side houses. Its interior is modern and beautiful in design and finish. The auditorium is so arranged that there is a perfect and unobstructed view of the stage from every seat. Its manager, Mr. Davis, has, during his lifetime almost, catered to the amusement-seeking people of Chicago; has won their confidence by keeping all houses entrusted to his care on a high plane, and has achieved a phenomenal popularity for "The Haymarket." The theatre is constantly presenting attractions of a meritorious and a high order. Admission, 15, 25, 50, 75 cents and $1; Davis' Turkish chairs, $1.50; boxes, $5 to $10.

Hooley's Theatre.—Located on the north side of Randolph, between LaSalle and Clark streets, opposite the Court House; close to the leading hotels and convenient to railroad depots and street car terminals. Richard

THE SHERMAN HOUSE CORNER.

M. Hooley, proprietor; Harry Powers, business manager. Hooley's, before the great fire of 1871, occupied the present site of the Grand Opera House. Originally it was "Bryan's Hall," built in 1860, and opened by the Hans Balatka Orchestra. In the fall of 1870 the theatre passed into the hands of R. M. Hooley. It was opened January 2, 1871, by this veteran manager, with "Hooley's Minstrels" as the attraction. Negro minstrelsy was then in its glory, and Hooley's was one of the best troupes in existence at the time. Giacometti's tragedy was on the bill as the attraction for the week beginning October 9, 1871, but before the sun had arisen on the morning of that day Hooley's theatre was a blackened ruin in the midst of a wilderness of ruins. On October 17, 1872, the present theatre was opened by the Abbott-Kiralfy Company in the "Black Crook." Once, for only a brief period, however, Mr. Hooley's name disappeared from connection with this theatre. The ephemeral Haverly secured a lease of it in some manner for one season, and gave it his name, as he did to everything he touched. Mr. Hooley, upon regaining possession, remodeled and refitted the theatre, and twice since that time it has undergone almost a complete transformation. It is generally known as "Hooley's Parlor Home of Comedy," and the title conveys a proper idea of the popular family resort. The seating capacity of the theatre is 1,506; the stage is 42x62; proscenium opening, 33x34; height to "gridiron," 20 feet; to loft, 62 feet. The auditorium is furnished with "Hooley's Opera Chair;" lighted throughout by the latest incandescent electric system; the scenic artist is E. J. Nuitt; the orchestra is one of the best in the city, consisting of fifteen pieces. The visitor to Chicago may feel assured that he will find at Hooley's whatever is new and bright and entertaining in European or American comedy. Regular first-class theatre admission prices.

H. R. Jacobs' Academy.—Located on the west side of South Halsted, near West Madison street. Take Madison street cable line. H. R. Jacobs, manager. This place of amusement was first popularized under the management of the late William Emmett, who dragged it out of obscurity, almost, and made it one of the most profitable theatrical houses in Chicago. It was then known simply as the Academy of Music. Upon Emmett's retirement it fell into the hands of Daniel Shelby, and was known as "Shelby's Academy of Music." Outside ventures, as in Emmett's case, compelled Shelby to retire, and Mr. Jacobs secured the management. It is conducted as a comedy and high-class vaudeville theatre. The interior is one of the finest in the city, the furnishings being beautiful. It was twice destroyed by fire, and twice completely remodeled. The theatre seats 1,800.

H. R. Jacobs' Clark Street Theatre.—Located on the east side of North Clark st., near the bridge. Formerly McCormick's hall, later the Casino. Has been remodeled and refitted in a first-class manner. H. R. Jacobs, lessee; Joseph A. Chenet, manager. A popular light comedy and vaudeville theatre.

Jacob Litt's Standard Theatre.—Located at the corner of Halsted and Jackson streets, West Side. Take South Halsted or Van Buren street cars. Jacob Litt, lessee and manager; William J. Coxey, acting manager. Seating capacity, 2,200; stage, 60x40 feet; proscenium opening, 32 feet; height to "gridiron," 20 feet. The theatre was erected in 1883. Under its present management it has become a popular place of amusement. Light comedy and burlesque are produced here generally. Admission from 10 cents to $1, according to location of seats.

Kohl & Middleton's South Side Museum.—Located at 146, 148, 150 and 152 South Clark st., near Madison. Kohl & Middleton, proprietors. This is what is popularly known as a dime museum. Stage performances are given almost hourly through the day. A visit to the place will reveal a curious collection of freaks, etc. Admission, 10 cents.

Kohl & Middleton's West Side Museum.—Located on W. Madison street, opposite Union street, West Side. Conducted on the same general plan as South Side museum of the same name. Open day and evening. Admission, 10 cents.

Libby Prison Museum --Located on Wabash avenue, between Fourteenth and Sixteenth streets. One of the principal permanent attractions of the city. The original Libby prison (transported from Richmond, Va., and put up, brick after brick, just as it stood during the War of the Rebellion, when used as a prison for Union soldiers) is enclosed within massive walls, built after the manner of the middle ages (see illustration). Among the attractions offered in Libby Prison are the following: Portraits in oil of all the leading Northern and Southern generals and statesmen; all kinds of firearms used in America, from colonial times to the present period; the finest collection of shot and shell used in American warfare; the original first dispatches of war from Generals McClellan, Grant, Hooker, Sherman, etc.; the original acceptance of the command of the Confederate Army by Generals Lee and Stonewall Jackson; original portraits of Abraham Lincoln and Mrs. Lincoln, with relics and mementos; the stove, goose and shears used by Andrew Johnson when working as a tailor in Tennessee; the original will made by John Brown an hour before his execution; the very rare curiosity of two bullets that met in mid-air in battle at Petersburgh; the finest collection of historic chairs in America; the original photographs of scenes in Sherman's March from Atlanta to the Sea; the original commission of Jeff. Davis to Congress in 1845; also his commission in the war with Mexico; the wheel of Commodore Perry's flag-ship, "Powhatan," that opened the ports of Japan to the world; the original Arctic clothing used in the Greely relief expedition. Admission, 50 cents; children, half-price; open day and evening.

Lyceum Theatre.—Located on Desplaines st., between Madison and Washington sts. T. L. Grenier, proprietor. A variety theatre.

Madison Street Theatre.—Located on the north side of Madison streets opposite McVicker's theatre. G. L. Hogg, manager. Seating capacity, 1,000; stage 22x68; proscenium opening, 37; height to gridiron, 13; to loft, 19, Not regularly open.

McVicker's Theatre.—Located at the south side of Madison, between Dearborn and State streets, in the heart of the city and close to all the leading hotels, railroad depots and street-car terminals. Horace McVicker, manager. This was the fifth amusement house established in Chicago, and its history dates back to 1857. The first building erected by Mr. J. H. McVicker was destroyed by fire in the conflagration of 1871. The structure which succeeded it was partially destroyed by fire in 1890. The building has been completely remodeled, and will probably be thrown open to the public about the time this volume is published. McVicker's Theatre has for years held a leading place among the amusement houses of Chicago, and its manager for over a quarter of a century, and now one of its owners (Mr. J. H. McVicker), did everything in his power to stem the tide which finally swept the higher and

cleaner drama from the boards of American theatres, resulted in the abandonment of stock companies, and caused the managers of the principal theatres to follow the example of concert hall keepers in giving Sunday evening performances. The new McVicker Theatre will doubtless assume its old and high position among the first-class houses of the city.

New Windsor Theatre.—Located at North Clark and Division sts. Take North Clark st. cable line. M. B. Leavitt, manager; Bruno Kennicott, assistant manager. Seating capacity, 2,000; stage, 49 x 70 feet; proscenium opening, 43 feet; height to "gridiron," 22 feet; to loft, 65 feet. This is a beautiful little theatre, is conducted in a first-class manner and is very popular with North Side residents.

Paris Gaities.—Located on Michigan ave., near Madison st., opposite the old Exposition building. This is a cycloramic building, formerly occupied by the picture of the Battle of Shiloh. Slides, roller skating, music by military band and novelties make up the entertainment. Open day and evening. Admission, 50 cents; children, half-price.

Park Theatre.—Located on State, between Congress and Harrison sts. J. D. Long, proprietor and manager. This is a strictly variety theatre. Seating capacity, 1,500; stage, 35 by 40.

Peoples' Theatre.—Located on the east side of State, between Congress and Harrison sts. Jo Bayliss, lessee and manager; Joseph J. Oliver, business manager. Conducted as a vaudeville.

Timmerman Opera House.—Located at the corner of Sixty-third street and Stewart ave. Take train at Van Buren st. depot, Van Buren and Sherman sts., or State st. cable line to Englewood. H. B. Thearle, manager; Harry M. Heneford, acting manager. The building in which the theatre is located is the most imposing one in Englewood. It is named after its projector, Ben Timmerman, and its cost was $100,000. The building is finished in red brick, terra cotta and stone trimmings, and is exceedingly pleasing in architectural design. There are large bay windows on the Sixty-third street front and handsome iron balconies on the Stewart avenue side. The auditorium is on the ground floor, and in beauty and richness of furnishings and decorations is equal to any theatre in the city. Silk, velvet and plush draperies in harmonious shades add to the elegance of the luxurious interior. The aisles are wide and the seat rows are arranged with sufficient width between to insure the comfort of auditors. Twelve hundred persons may find seats—the first floor and balcony being provided with opera chairs—and several hundred others may see the stage from "standing room," should they so elect. The house is lighted by incandescent electric lights and is heated by steam, a late device in ventilation being employed. The precautions against danger from fire are most complete. The theatre is open on four sides, and in addition to this there are seven exits from the main floor, six from the balcony and three from the gallery. It is calculated that when the house is crowded the audience may disperse in one and one-half minutes. The stage is forty-nine feet wide and thirty-four feet deep, while the height to the rigging loft is ninety feet. A complete and modern stage equipment has been given the stage, and the most pretentious productions may be perfectly presented on its boards. The drop curtain, the work of a local artist, presents a handsome marine view.

Waverly Theatre.—Located on W. Madison street, between Throop and

Loomis streets, West Side. Take W. Madison street cable. Seating capacity, 1,400; stage, 40x60. A comedy and vaudeville theatre.

Weber Music Hall.—Located on Wabash avenue and Adams st. Charles C. Curtiss, manager. Seating capacity, 400; stage, 28x20; no scenery. Frequent high-class concerts are given here during the season.

Other Places of Amusement.—In addition to the places mentioned above, there are innumerable concerts, lectures, etc., in the various halls of the city, nightly. There are also winter and summer permanent circuses, mechanical riding schools, "merry-go-'rounds," picture galleries, etc., open daily and evening. There are also club balls, mask balls and numerous entertainments advertised in the daily papers. See daily papers, also, for excursions by land and water.

ARCHITECTURE.

The traveled stranger, to whom the great cities of the world are familiar, however he may become impressed with the manners and customs of our people, or with their methods of doing business, and however loath he may be to admit the justice of our claims to pre-eminence in other respects, must acknowledge that this is the best built city in the universe to-day. For nearly twenty years, or since the great fire of 1871 swept over the business center of the city, and laid it in ruins, architecture in Chicago has been steadily marching forward, until we are enabled in 1891 to point out some of the grandest achievements of the art to be found on the face of the earth.

Character of Chicago Buildings.—The character of the great buildings erected during recent years in Chicago demonstrates that architects have risen to the plane of the highest constructive knowledge in structures. It is not enough to use a material guaranteed by the maker, but Chicago's architects themselves now employ engineers for the special purpose of examining and testing each and every piece and passing their individual opinion upon it in a written report, and only such as is accepted by these engineers is used in the buildings. So essential and necessary is this department of architectural engineering considered, that specialists are sent to the mills which furnish the iron and steel structural shapes and beams for buildings, and the metal is not only tested in the ingot, but the strength of resistance is ascertained for every finished beam. The result of all this gives to Chicago buildings which are not only theoretically safe, but known to absolute certainty to be safe down to the last cubic foot of masonry and the last cubic inch of steel. In this respect Chicago is unique, and it is a common remark in Eastern and foreign cities, among those actively engaged in building, that Chicago to-day erects the best-built structures ever known, and with the notable distinction that she does it with the closest economy in material and time. That is to say, that it is a fact that in Chicago buildings the quality is better, the distribution of material is more skillful and the buildings are naturally more reliable. The buildings have all been constructed fire-proof to a degree surpassing those erected under old methods. Not only are steel and iron used for supports for girders and for joists, but they are covered with fire clay, which is so disposed that air chambers are left next to the iron or steel in

ENTRANCE TO THE UNION STOCK YARDS.

every case, making it impossible for the metal to be overheated, even by the hottest fires.

Method of Construction.—While many of the largest and handsomest of Chicago's buildings are built solidly of stone, a new system has found much favor here, and is being generally followed now in the construction of the mammoth buildings known as "Sky Scrapers," which has given Chicago a new celebrity. This is known as the steel-frame system, the structure proper being erected from the foundation entirely independent of the walls, which consist of a mask of terra cotta or other material not intended to serve as a support for the edifice in any way. The floors consist of steel beams with arched terra cotta tile-work filled in between them, and covered either with the usual floor boards, or with ornamental tiles, or mosaic work. The partitions are built of hollow terra cotta tiles. As little wood as possible is used, so that these tall structures are as nearly fire-proof as they can be made. Owing to the character of the ground on which Chicago is built, the construction of the foundations of large buildings is a much more serious problem than in most large cities. Water is encountered at a very slight depth below the surface of the ground. Piling was at first used, but experience demonstrated that it did not form a satisfactory foundation. The method now employed is the formation of a solid substructure of steel beams or rails and concrete. The steel pieces laid crosswise are of a length proportioned to the weight they will have to sustain, and are imbedded in concrete. Other beams or rails are then laid lengthwise, with concrete filled in, and thus several layers are placed in position until the foundation is completed. Hundreds of tons of steel may thus be imbedded in Chicago earth before the walls of a building are on a level with the surface.

Office Buildings.—Fifteen years ago there was no such thing as an office building known in Chicago. The Howland Block, on the southwest corner of Dearborn and Monroe streets; the Kentucky Block, on the northeast corner of Clark and Adams streets, and the Ashland Block, on the northeast corner of Clark and Randolph streets came nearer the requirements of office buildings than any in the city. Strictly, they were what insurance men would have denominated omnibus blocks. To-day the office buildings of Chicago rise up in every direction. They do more than rise up. They tower, and some of them seem to soar. And they are what their names indicate—office buildings. The stranger in his travels about down-town is impressed with the idea that the business of Chicago is done in offices. Think of only a few of these office structures: The new Chamber of Commerce Building has 500 offices in its thirteen stories. Temple Court, at the corner of Quincy and Dearborn streets, has 400 offices beneath its roof. The Monon, two blocks south, has 300 rooms in its thirteen stories. The Manhattan, an exclusive office structure building, opposite the Monon, is sixteen stories high and contains 700 offices. The Rookery, with over 600 rooms, is a wilderness of offices, one great pile of marble, and iron, and glass, and tiling. The Home Insurance Company Building, which, when completed a few years ago, was looked upon as the ultima thule in office buildings, has had its dizzy heights capped by two additional stories, so that the occupants of the top floor look down upon those of the top floor of the Rookery. The Tacoma, that graceful structure on the northeast corner of Madison and LaSalle streets, has 500 abodes on its many floors. Maller's building, on the southwest corner of

LaSalle and Quincy streets; the Gaff and Counselman Buildings, and the Royal Insurance Company's building adjoining, contain 100 and 200 and 300 and 400 offices. "Brother Jonathan" Building, on Sherman and Jackson streets; the Rialto, which gives the Board of Trade a Venetian atmosphere, and the Insurance Exchange, opposite the Rookery, are colonies within themselves.

Some Notable Examples.—At the proper time and in the proper place many of the great structures of Chicago will be pointed out to the visitor and described. Some of the great architectural monuments that shall demand attention here are, the Board of Trade, the "Rookery," the Phœnix building, the Counselman building, the Gaff building, the Insurance Exchange building, the Home Insurance building, the Calumet building, the Tacoma building, the Chamber of Commerce building, and the City Hall and Court House; all of which may be seen in a walk down La Salle street, from Randolph to Jackson street. Marshall Field & Co.'s retail store, the Palmer House and the Leiter building, on State street. The Auditorium, Studebaker, Art Institute and Pullman buildings, on Michigan avenue. The immense structures that are now rising, and have arisen like giants on South Dearborn street during the past two years; the Rialto and surrounding structures on Van Buren street; the Royal Insurance building on Jackson street; the Rand & McNally, and the Marshall Field & Co.'s building on Adams street; the Grand Central railroad depot on Fifth ave.; the *Herald* building on Washington street, and the First Regiment Armory on Michigan boulevard. Besides these, the great Masonic Temple, the Temperance Temple, and a score of other magnificent structures, now in course of erection, will add to the amazement of the foreign or the American visitor, who has been taught to look upon Chicago as a clumsily-built Western town.

ART.

There are estimated to be in Chicago at least five hundred artists, who are engaged exclusively in their calling, and who find a ready market for their work, if it is meritorious in character. There are here a large number of gentleman of wealth who have devoted themselves for years past to fostering the development of art in Chicago, and who have contributed largely toward popularizing art exhibitions and art studies. During the past few years great progress has been made in the direction of building of private galleries, and the walls of many of the residences of the city are now ornamented with some of the choicest productions of the studios of Europe and America.

Art Institute of Chicago, Art Museum.—Located in the Art Institute building, Michigan avenue and Van Buren street; incorporated May 24, 1879. Officers—Charles L. Hutchinson, president; Edson Keith, vice-president; Lyman J. Gage, treasurer; N. H. Carpenter, secretary; W. M. R. French, director. Executive Committee—Charles L. Hutchinson, Edson Keith, James H. Dole, Charles D. Hamill, John C. Black, William T. Baker. Trustees, 1890-91—Charles L. Hutchinson, Samuel M. Nickerson, David W. Irwin, Martin A. Ryerson, William T. Baker, Eliphalet W. Blatchford,

Nathaniel K. Fairbank, James H. Dole, Albert A. Sprague, John C. Black, Adolphus C. Bartlett, Joseph M. Rogers, Charles D. Hamill, Edson Keith, Levi Z. Leiter, Wirt D. Walker, Homer N. Hibbard, Marshall Field, George N. Culver, P. C. Hanford.

The Art Institute building [see illustration] has been pronounced by critics the finest specimen of modern architecture in Chicago. It is built of brown stone; has a beautiful facade, is splendidly located, lighted perfectly, and, although not as massive in construction as some of its neighbors, is one of the attractive edifices of the Lake Front. The Art Institute owes its origin and prosperity to the disinterested and energetic services of a few Chicago gentlemen, who have expended upon it not only a great deal of their private means, but much of their time during the past ten years. During 1889 a very handsome addition was made to the building, which led to some very desirable changes in the interior arrangement. The portion of the Art Institute formerly occupied by sky-lighted picture galleries, was carried up three floors, thus raising all the galleries to the fourth floor, and two floors of the same area as the former picture gallaries were added for exhibition or other uses. These gallaries are six in number, of which five occupy a space of 170 by 27 feet; and the other a space of 40 by 50 feet. They accommodate about 550 pictures when closely hung, and the light and appointments are in every way excellent. The Cast collection occupies the whole of the main floor and one large room upon the second floor. The Library is accommodated in a commodious room. The collection of Greek vases and antiquities occupies one room and the metal collection and bronzes another. The space on the lowest floor formerly occupied by a part of the Cast collection has been arranged for a lecture room. The building is provided with two passenger elevators. The following societies are tenants of the building: The Chicago Literary Club, The Fortnightly Club, The Chicago Women's Club, The Chicago Society of Decorative Art, The Chicago Architectural Sketch Club.

As an evidence of the popularity of the Art Institute among the people, the following facts are given: During the year 1889–90 the building was closed half the time on account of building operations. The aggregate attendance of visitors to the museum during the six months was 66,927, and the admission fees and catalogue sales amounted to $1.942.15; number of visitors paid admission fees, 5,344; number on free days, 45,915; number admitted free on membership tickets, other days, 12,667; number of visitors, students, artists; etc., admitted free, on other days (estimated) 3,000; total admission, 66,926; average number of visitors on Saturdays, free all day, 669; average number of visitors on Sundays, open 1 to 5, free, 855. The income from all sources for the year was $44,624.71; current expenses, $43,850.60; cash donations, $25,685.03. The whole income from all sources (aside from sums which merely passed through the treasury) was $70,309.74. The original cost of the land, with the building upon it, was $61,000; the amount expended by the Art Institute in building since that time has aggregated $208,500. The value of the collections now in the keeping of the institute, partly the property of the Art Institute, but chiefly loans, considerably exceeds $500,000. Large additions are being made annually to the collections in the galleries and museum. The principal accessions of late have been: A collection of Greek vases and antique marbles, and other objects, the gift of Mr. Philip D. Armour and Mr. Charles L. Hutchinson; a full set of chromo-lithograph reproductions of the old masters, published by the Arundel Society,

presented by Mr. Edward E. Ayer; a collection of works in metal, chiefly electrotype reproductions, presented by Mr. Martin A. Ryerson and Mr. Hutchinson; oil paintings, "The Shepherd's Star," by Jules Breton, presented by Mr. Philip D. Amour; "Marsh in the North of Holland," by Eugene Jettel, presented by P. C. Hanford; "The Close of Day," by Charles H. Davis, purchased from the gift of the Opera Festival Association; Gobelin Tapestry, presented by Mr. Charles J. Singer. The Cast collection has been enriched by the fine collection of antique sculpture presented by the Inter-State Industrial Exposition of Chicago, and the library has received the splendid work upon the Basilica of St. Marks, presented by Mr. Franklin MacVeagh and Mr. Hutchinson.

During Mr. Hutchinson's visit to Europe in 1890, he made numerous purchases for the Art Institute. Among them are two fine examples of carved ivory. One of these, a triptych, represents in high relief on the central tablet the flight of the holy family into Egypt. The virgin, with the child Jesus in her arms, is seated on an ass that is being led by an angel, who is feeding the animal from an up-drawn fold of its robe. Joseph follows with staff and water-bottle. Above this group are cherubs in the bough of a tree handing down fruit to the babe in Mary's arms, who is stretching out his arms to receive it. On each of the leaves of this triptych are two panels representing saints, the crucifix, the lamb and other ecclesiastical symbols. The other piece of ivory carving is a panel representing the crucifixion and is a very high relief, the principal figures being almost in the round. Within a space of five and one-half by four and one-half inches there are indicated fourteen figures of people, three horses and a dog. Next in prominence to the figures on the three crosses are two soldiers in the immediate foreground who are parting the raiment, as is recorded in sacred story, while to the left a dog stands regarding their action. In the middle distance a Roman soldier is thrusting his spear into the Saviour's side. Clinging to the foot of the cross is Mary Magdalen, while back and to the right St. John supports the grief-bowed figure of Mary, the mother of Christ. The whole work on this panel is most carefully studied and skillfully wrought. These two pieces are the first examples of ivory carving which have been acquired by the Art Institute, although a fine example of Japanese carving is in the loan collection and a figure of carved wood and ivory has for some time been the property of the Institute. [Visitors to the Art Institute will be provided with catalogues of the entire collection.]

Art Collections.—The private art collections of Chicago are very numerous and very extensive. This is strikingly evident at each recurring exhibit of loaned pictures at the Art Institute or elsewhere. The annual exhibits at the Inter-State Exposition, now a thing of the past, by reason of the changes necessary pending the World's Columbian Exposition, have grown from year to year, until they promised to rank among the best in the country. Steps have been taken to erect a permanent Art Hall on the Lake Front, in which these annual exhibitions will be continued. This building will be erected for the Columbian Exposition, but will be constructed in such a manner as to be acceptable to the city as a permanent building after the exposition closes. The art galleries of the Illinois Club, the Chicago Club, the Marquette Club, the Calumet Club, and especially of the Union League Club, are becoming very valuable. [See Union League Art Association.] The Vincennes Gallery of Fine Arts, 3841 Vincennes avenue (take Illinois Central train to Oakland

station, Thirty-ninth st.), is open at all times, free to visitors. There are many beautiful collections in the private mansions of the South Side. The largest and best private collection in the city at present is that contained in the gallery of Mr. Charles T. Yerkes, 3201 Michigan avenue. The more important of his pictures were purchased by Mr. Yerkes in 1890, during a visit to Europe, when he devoted himself to the study and selection of pictures. The pictures are first-class examples of masters of the Dutch school, Rembrandt, Van Dyck, Rubens, Jan Steen, Van Ostade, Gerard Dow, Ruysdael, and Wonwerman being represented. From the last century there is a head by Greuze, and from later schools there are important pictures by Millet, Diaz, Daubigny, Detaille, Ziem, Vibert, Alfred Stevens, Willems, Charlemonte, and others.

Art Institute of Chicago Art School.—Located in the Art Institute building, Michigan avenue and Van Buren street. Incorporated May 24, 1879. Officers: Charles L. Hutchinson, president; Edson Keith, vice-president; Lyman J. Gage, treasurer; N. H. Carpenter, secretary; W. M. R. French, director. Teachers: W. M. R. French, director; Oliver Dennett Grover, and John H. Vanderpoel, drawing and painting, life and antique; Miss Caroline D. Wade, still life classes; Miss Lydia P. Hess, antique and statuary classes; Miss Charlotte F. Dyer, antique; N. H. Carpenter, perspective; Lorado Taft, modeling; Louis J. Millet, architecture and designing; Charles L. Boutwood, evening classes. The arrangement of classes are as follows:

Costumed Life Class.—Drawing and painting from the costumed model, daily, 9 to 12 A. M., 1 to 4 P. M.

Nude Life Class.—Drawing and painting from the nude, daily: Women, 8:30 to 12 A. M.; Men, 1 to 4 P. M.

Painting From Still Life.—Oil and water color, daily, 1 to 4 P. M.

Classes in the Antique.—Drawing from the cast, elementary and advanced, daily, 9 to 12 A. M., 1 to 4 P. M.

Modeling.—Monday, Wednesday and Friday, 9 to 12 A. M. Room open for practice, daily, 9 to 12 A. M., 1 to 4 P. M. Lorado Taft, teacher.

Perspective.—The last six weeks of the Fall and Winter terms, Wednesday and Friday, 3 to 4 P. M.

Saturday Sketching Class.—Saturday, 9 to 12 A. M. This class is free to all students.

Artistic Anatomy.—Fall and Spring terms, 3 to 5 P. M., Monday and Wednesday. W. M. R. French, teacher.

Ornamental Designing.—Monday, Wednesday and Friday, 1 to 4 P. M. L. J. Millet, teacher.

Saturday Class.—Intended for children and teachers, 10 to 12 A. M. Miss Lydia P. Hess, teacher, assisted by Miss Charlotte F. Dyer, Miss Matilda Vanderpoel, Miss S. S. Hayden, Miss Marie R. Meli, Miss Jeannette Buckley, Miss Alice Randall, Miss Bertha S. Menzler, Mrs. E. R. Copp, Miss Kate Burton and Miss Gwynne C. Price.

Evening Life and Antique Classes.—Monday, Wednesday and Friday evenings, 7 to 9:30 o'clock. Oliver Dennett Grover and Charles E. Boutwood, teachers.

Architectural Class.—Daily, 9 to 12 A. M., 1 to 4 P. M.

Class Lectures on Antique Sculpture.—Winter term, Thursday, 3 to 4 P. M. Lorado Taft, lecturer.

COMPOSITION.—Inspection of Compositions, Friday noon. J. H. Vanderpoel.

The school room opens from 8:30 A. M. to 5 P. M. Regular school hours, 9 to 4 P. M. Fall term, September 29 to December 20; Winter term, December 29 to March 21; Spring term, March 23 to June 13. Pupils may enter the elementary class at any time without examination. Tuition fees admitting students to all classes for which they are qualified are: Every day each week, for one term, $25; three days each week, for one term, $20; two days each week, for one term, $15; evening life class, $10 a term; evening antique class, $6 a term; Saturday class, 10 to 12 A. M., $5 a term. In the architectural class, students are received only for the full time, $25 for a term of twelve weeks. Pupils are required to furnish their own material, except easels and drawing-boards, which are furnished free. The cost of drawing material is about $4, and the cost of material for painting about $10 a term. Board for non-resident students may be obtained at from $5 to $7 per week.

The object of the Art Institute is to maintain a school and museum of art. The art school re-opens its classes September 29, 1891, for its thirteenth year. The new museum building was completed and opened in 1887, and contains a large and carefully selected collection of casts of sculpture, pictures, drawings, marbles and other objects of art, to which students have free access. Advanced pupils are permitted to study in the galleries of the museum. Students also enjoy the use of a library of works upon fine art, and of the principal art journals. The school rooms are among the best arranged and best lighted in the country. Every student is expected to hand in examples of the month's work at the end of every four weeks, to be inspected by the board of teachers and returned with written comment and advice. There are exhibitions of students' work every year.

Chicago Society of Artists.—Rooms located on the seventh floor of the new Athenæum building, 16 to 26 Van Buren street. There are fourteen studios fitted up for the purpose of the society. N. H. Carpenter, secretary of the Art Institute, designed the lighting of these society rooms and studios in a manner the most complete for the purposes of any in the city. It has long been acknowledged that the lighting of the top floor of the Art Institute was the finest in the West for artistic purposes, but this new method, it is believed, will prove far preferable. The Art Institute skylight rises from the flat roof house-shaped; that is, with uprights and roof of glass. The result is that there is a part of the upper portion of the walls of the room which is darker than the remainder because the light rays can not penetrate directly there. Mr. Carpenter's method covers each studio with a separate skylight, and, instead of rising straight up, house-shaped, these skylights rise from the roof with two surfaces, one, the shorter, at an angle of forty-five degrees, facing the north. By this ingenious skylight the perpendicular rays fall on his work, while the rays through the glass sloping from the north will lighten up his models. Above the main room to be used by the Chicago Society of Artists stretches another novel skylight designed by Mr. Carpenter. It rises from the outer edge of the room, north and south, to a peak. Then there is a basis of ground glass beneath this, a short space above the upper edges of the room. This diffuses the light equally through all parts of the room, which are used for the exhibition of pictures. The other rooms of the society are used for water colors and evening classes. The walls on this floor are of wood so that pictures can be readily hung up.

Union League Art Association.—An organization within the Union League Club for the purpose of advancing the interests of its art galleries. Officers: President, Henry S. Boutell; vice-president, L. W. McConnell; secretary and treasurer, Shea Smith; directors, J. W. Ellsworth, D. C. Osman, and C. S. Frost. The report for last year shows a membership of 205. During the year the association has acquired a portrait of Rufus Choate, painted by the late H. F. Spread, and a faithful copy of Trumball's portrait of Alexander Hamilton, owned by the Chamber of Commerce of New York, which was executed by Eastman Johnson of that city. There has been presented to the association a portrait of William H. Seward, executed by E. Cameron, also a bronze entitled "Love, Labor, and Learning," by Lorado Taft.

AUDITORIUM BUILDING.

Among the many magnificent structures of Chicago, the Auditorium is the greatest. It is the most famous building on the American continent. At once a grand opera house, a superb hotel and a mammoth office building, there is not to be found on the face of the earth a pile that will compare with it. It represents the modern idea, as the Coliseum of Rome represented the ancient. It is in construction representative of Chicago as a city, where art, beauty and utility are so strongly defined though nearly always blended on every side.

Auditorium Dimensions.—Total street frontage on Wabash avenue, Michigan avenue and Congress st., 710 feet; height of main building (10 stories), 145 feet; height of tower above main building (eight floors), 95 feet; height of lantern tower above main tower (two floors), 30 feet; total height, 270 feet; size of tower, 70 x 41 feet; the foundations cover almost two and a half times greater area; weight of entire building, 110,000 tons; weight of tower, 15,000 tons; exterior material, first and second stories granite; balance of building stone; interior material, iron, brick, terra cotta, marble, hard-wood finish, etc.; cost of iron work about $600,000; number of brick in building, 17,000,000; number of square feet of Italian Marble, Mosaic floors, 50,000 (containing about 50,000,000 pieces of marble, each put in by hand); number of square feet of terra cotta (arches and partitions), 800,000; number of square feet of wire lath, 175,000; number of square feet of plate glass, 60,000; number of miles of gas and water pipes, 25; number of miles of elastic wires and cable, 230; number of miles of steel cable for moving scenes on stage, 11; number of electric lights, 10,000; number of dynamos, 11; number of electric moters for driving ventilating apparatus, and other machinery, 13; number of hydraulic moters for driving machinery, 4; number of boilers, 11; number of pumping engines, 21; number of elevators, 13; number of hydraulic lifts for moving stage platforms, 26.

Auditorium Directory and Officers.—The following are the directors of the Auditorium Association for 1890–91: Ferd W. Peck, President; N. K. Fairbank, First Vice-President; John R. Walsh, Second Vice-President; Charles L. Hutchinson, Treasurer; Charles H. Lunt, Secretary; Charles L. Hutchinson, John R. Walsh, N. K. Fairbank, A. L. Coe, Charles Counselman, Ferd W. Peck, A. A. Sprague, Clarence I. Peck, Martin A. Ryerson, L. Wampold, F. H. Head.

Auditorium Enclosures.—The Auditorium building includes: 1st—The Auditorium, permanent seating capacity over 4,000; for conventions, etc. (for which the stage will be utilized), about 7,000. 2d—Recital Hall, seats 500. 3d—Business portion, consists of stores and 136 offices, part of which are in the tower. 4th—Tower Observatory, to which the public are admitted (25 cents for adults, 15 cents for children). U. S. Signal Service occupies part of the 17th, 18th and 19th floors of the tower. These departments of the building are managed by the Chicago Auditorium Association. 5th—Auditorium Hotel, has 400 guest rooms. The grand dining-room (175 feet long) and the kitchen are on the top floor. The magnificent Banquet Hall is built of steel, in trusses, spanning 120 feet over the Auditorium. (See Auditorium Hotel.) The hotel is leased and managed by the Auditorium Hotel Company, J. H. Breslin, of New York, president; R. H. Southgate, vice-president and manager.

Auditorium Entrances.—The Auditorium has several entrances, but the main one is on Congress street. The arches spring from four marble columns, whose immense size is lost sight of in the general effect. Passing through the bronze doors the spectator finds himself in a court whose beauties compare with anything in the building. Marble, bronze carvings, stained glass and gold have been fashioned into a design worthy of the structure of which it forms a part. The floor is inlaid in marble mosaic work in intricate designs. Huge polished shafts of glittering marble are set off by carvings and bronzes. A thousand people are easily accommodated in it.

Auditorium History.—The idea of the construction of a great building of this character was first made public before the Commercial Club, in an address delivered by Ferdinand W. Peck, the originator of the enterprise, May 29, 1886. The idea was received with great favor at once, and, on December 4th of the same year, a stock company was organized to carry it into execution. There are now nearly 300 citizens among the stockholders. On January 20, 1887, the contract for excavation was let. The demolition of the old rink which stood on the Congress street end of the site was begun eight days later. The first shovelful of earth was thrown out on the same day; the next day saw 200 men and thirty teams breaking ground. The plans were adopted in April, 1887, but an obstacle was met with almost immediately in obtaining the quarter of a million tons of granite required from Maine and Minnesota. Preparations were completed, however, for the laying of the corner stone in September of that year. In March, 1888, the roof over the sixty-two thousand square feet was completed, which admitted of the Republican convention being held within its walls in the following June. The nomination of Harrison for the presidency in the presence of over twelve thousand spectators demonstrated the capacity of the great hall, and called international attention to the vastness of the structure. The cope stone on top of the tower was laid with impressive masonic ceremonies on October 2, 1888. The grand lodge of Illinois was in charge of the celebration, and among the participants were numbered the greatest dignitaries of both State and city. The last dedication before the formal opening was "Recital Hall," on the seventh floor, which modestly accepts the seating capacity of 500, and was made the objective point for the twentieth anniversary of the Illinois Humane Society, on October 12. With the grand opening of the Auditorium on December 9, 1889, upon which occasion the president of the United States, governors of many States, and other dignitaries were present, history gave place to reality, and the dreams of projectors, architects and engineers were realized.

THE MASONIC TEMPLE.

Auditorium Investment.—In his annual report to the stockholders, at the close of 1890, Mr. Ferdinand W. Peck, the president, said: "It may be stated here in a general way, that the history of the past year, since your building has been in use, has demonstrated that its revenue will exceed all fixed charges, and will admit of returns to the stockholders fully equal to those originally contemplated, after the unsold stock in the treasury is disposed of and the final settlements made for construction. The earning power is unlikely to be less in the future, as the business growth of our city tends toward your building, and the prestige of the Auditorium and hotel is now established."

Auditorium Lobby.—The first adequate idea of the grandeur of the Auditorium and the general style of its decorations is obtained on entering the lobby. Here is in itself a vast hall, with a score of polished marble columns supporting arches, which form a fine perspective. The floor is marble mosaic worked into complicated designs. An examination of this floor and a knowledge of the seemingly endless labor required to lay it is instructive as showing the magnitude of the work. For the first time in the United States the mosaic has been introduced on a large scale. Those who have admired the results attained in the Rookery building will know what to expect from the Auditorium. No more daring thing was ever attempted in decorations. There was but one precedent. The lobby shows it to advantage, although the effect is modified by the more brilliant colors of the marbles. Some of the finest marble ever brought to the United States is utilized in the construction of the grand staircases which open from the right side of the lobby. The most exacting care was taken in the selection of this marble. Every slab is a painting in itself. The grand staircase is marble, mahogany, bronze and gold. It is one of the finest examples of skill in the United States. The lobby is plain but none the less beautiful. The solid ivory color of the walls is kept from becoming monotonous by the use of a limited amount of gold leaf. The general impression is one of vastness and anticipation. Five entrances lead from the lobby to the parquet. The grand staircase leads to the foyer, from which point probably the best general view of the hall can be had.

Auditorium Location.—The Auditorium building is located on Wabash avenue, Michigan avenue and Congress st., almost within the business center of the city. Only a short walk from the terminals of all street car lines and railroads. Take Wabash avenue cable line going south. Take Adams or Van Buren street lines going east.

Auditorium Recital Hall.—Recital Hall is finished in ivory and gold, and the decorations are fully up to the high standard fixed in the Auditorium. This hall is used for rehearsals, concerts, lectures, etc. Within the hall are 486 seats, though at first sight the impression is that there are not half that number. The sky-light is a pretty piece of work, in which the stained glass artist is seen at his best. The shafts are decorated in gold ornaments, and in all the room not a line foils.

Auditorium Views.—The Auditorium can be seen at its best from a point in the Lake Front Park on a line with Polk street. From this location an almost perfect perspective can be obtained. The walls loom up over the surrounding buildings like some great cliff over the scraggy pines which cling around its base. The tower is seen in its true proportions and stands out sombre and

grim. It requires no stretch of the imagination to picture the muzzles of guns protruding from the windows beneath the masonry of the cornice. From the lake the Auditorium is the first thing which breaks the monotony of the horizon, as the incoming steamer plows its way toward the city. But what shall be said of the view of the lake from the top of the tower? Two thousand square miles of water are spread out before the vision of him who climbs to the top of the signal service observatory. Michigan City, half hid by the sand hills, which line the eastern coast, is plainly revealed on a clear day. South Chicago lays almost at your feet. Evanston is in view, and its University buildings can be picked out by those familiar with the place. Below you is the city, a seething ocean of smoke, with half obscured buildings, shoving their domes and battlements out of the clouds, as if vainly striving for one breath of fresh air. Out over the lake the air is clear as the blue of the sky above it, and undefiled as the waves which curl into foam below it. Michigan boulevard melts away into a perspective, in which the long lines of lamp-posts and shade trees merge into nothingness. Over a hundred and fifty feet below is the broad roof of the Auditorium and the skylight which surmounts the hall. The spire of the average church would not reach that skylight. Here it is that the United States signal service has established its station. It may be considered safe to say, that the local station occupies the highest artificial altitude of any in the country.

The Auditorium.—The designers were not hampered for lack of room. Their instructions were to make a perfect opera house, and neither time nor money was spared in the work. The distinguishing triumph attained was the designing of a grand opera house with every facility for entrance and exit. Eight thousand people can enter and leave the building in five minutes. There are forty-four figures in the proscenium arch-painting, and every one of them is worthy of an hour's study. The two mural paintings are companion pieces, and help to convey to the visitors the inspiration of the artist. In the mural paintings attempt has been made to symbolize what is poetic in every-day life; the proscenium group or procession is allegorical, but not in the line of the hackneyed subjects generally introduced in works of the kind. Next to the proscenium arch the two mural paintings, which fill the grand arches on opposite sides of the opera house, form the finest decorative features of the Auditorium. The two paintings conform to the sentiments of the work above the proscenium; they are twenty-four feet wide at the base and twenty and a half feet in height. On the south wall is "Spring," the morning of life. Below the painting is the inscription:

"Oh, soft, melodious springtime,
First-born of life and love."

On the north wall is "Autumn and Winter," the decadence of life.

"A great life has passed into the tomb,
And there awaits the requiem of Winter's snow."

The stairs which lead into the foyer are worthy of mention. Massive columns of marble stand on either side of a broad stairway formed of marble, bronze and rosewood. The floor of the foyer is laid in Italian Mosaic work, which glows like precious stones under the hand of the polisher. The forty boxes are finished in plush and silk. The drop curtain, with its hundreds of yards of satin and plush and the beautiful gold effects produced thereon. (See "Auditorium Theatre.")

BANKING INSTITUTIONS—NATIONAL.

The banks doing business in Chicago are classified under three headings, National, State and Private. The National banks are conducted in accordance with the Federal banking laws and are under the supervision of the National Government. The State and Private banks are organized under State laws. The former make reports of their condition to the Auditor of State. The latter are not supervised, but conduct business under general commercial laws. The capital of the National banks of Chicago at the close of the year 1890 was $16,100,000 as against $16,250,000 at the close of 1889; surplus and profits were $10,343,119 as against $8,826,415 for 1889; deposits were $94,471,271 as against $94,346,958 for 1889, and loans and discounts were $72,392,018 as against $71,247,283 for 1889. The total capital of the State banks at the close of last year was $8,352,000, making the combined capital of National and State banks $25,602,000. The report of the Controller of the Currency for 1890 shows that Chicago is rapidly making headway on her sister cities of the East as a great money center. Within the last ten years the percentage of drafts and checks which Chicago banks have handled has rapidly increased, while the percentages of New York and Boston have fallen off. Chicago now does seven per cent. of the whole banking of the country in the matter of checks and drafts. New York still leads, but Chicago is gaining fast. Illinois ranks second among the States in the amount of drafts drawn. Massachusetts comes first with $1,600,000,684, Illinois next with $1,261,844,062, and New York fourth with $919,743,864. Illinois passes the billion mark and New York does not. The Park National bank was closed by the Controller during the year 1890. The Globe National bank, with a capital of $1,000,000 was opened on December 22d. The Chemical Trust and Savings bank was organized with a capital of $350,000, and the Globe Savings bank with a capital of $200,000. There were several private bank failures. The Thirty-first Street bank was a dependency of the Park National, and failed in consequence of the failure of that bank. The failure ot the Oakland, Prettyman, and Kean banks, all private institutions, also occurred during 1890. There are twenty-four National banks in existence here.

The New York *Financier* newspaper, speaking of Chicago's financial business at the close of the year 1890, said: "The bankers of the country think New York's banking business is large, and that the percentage of increase of deposits during the period mentioned (the six years preceding this statement) is, or ought to be, larger than elsewhere, *but this is a mistake so far as the percentage of increase is concerned, for Chicago beats New York by over 125 per cent. on New York's increase.* This is a remarkable difference, *and means that Chicago's commerce, so far as bank deposits show it, is growing*

twice and one-fourth as fast as New York's. Everybody knows that Chicago is one of the phenomena of the country, so far as its development is concerned, but few are aware of the remarkable speed shown by the figures of our tellers. Even Boston's growth of banking during the six years mentioned is far outstripped by Chicago, and it does look as if the "Hub" is going West. Chicago's percentage of increase exceeds Boston's by 30 per cent upon Boston's figures, in spite of the big manufactories in New England. Philadelphia, too, whose population is now slightly exceeded by Chicago, is away in the rear in percentage of increase, as Chicago's figures exceed Philadelphia's by 44 per cent. On the deposits of its national banks for 1890, Chicago increased its business during the past six years 46 per cent., or $50,152,348 upon $108,178,165 deposits; New York increased during the same period about 20 per cent., or nearly $89,000,000 on $431,000,000 deposits; Boston increased about 36½ per cent., or $49,800,000 on nearly $137,000,000 deposits; Philadelphia increased about 32 per cent., or about $30,500,000 on $98,600,000 deposits."

American Exchange National Bank.—Organized in May, 1886, with D. W. Irwin, president; D. B. Dewey, vice-president; D. K. Pearsons, second vice-president, and A. L. Dewar, cashier. Present officers—D. B. Dewey, president; John B. Kirk, vice-president; W. C. Seipp, second vice-president; A. L. Dewar, cashier; R. M. Orr, assistant cashier. December 31, 1890, it showed capital stock paid in $1,000,000; surplus fund, $100,000; undivided profits, $125,000; after paying its regular semi-annual dividend. The American Exchange National Bank of Chicago, though comparatively young, is perhaps as widely and favorably known as any bank in the city. Out of misfortune, it erected a monument. Finding itself caught with $300,000 of the exchange of the Fidelity National Bank, of Cincinnati, at the time of the latter's failure, and realizing the lock-up, it called on its stockholders to make good the amount. The call was responded to promptly, leaving the bank free to persistently fight, first in the lower and afterwards in the Supreme Court. Stubbornly refusing any compromise, and winning in every case against the plea set up by the receiver of the Fidelity Bank, that the exchange was issued without consideration, the American Exchange National Bank established a precedent of interest to every banker. The directors are—John B. Kirk, J. S. Kirk & Co., soap manufacturers, chemists and perfumers; William C. Seipp, Conrad Seipp Brewing Co.; E. W. Gillett, flavoring extracts; D. K. Pearsons, capitalist; I. K. Hamilton, Hamilton & Merryman Co., lumber; Wm. S. Mellen, general manager Northern Pacific railway; G. F. Bissell, general agent Hartford Fire Insurance Co.; J. A. Markley, Markley, Alling & Co., wholesale hardware; J. H. Swan, White, Swan & Co., lumber; A. N. Young, Young & Nichols, commission; D. B. Dewey, president. Location of banking house 185 Dearborn street.

Atlas National Bank.—Organized May 17, 1886. Present officers—W. C. D. Grannis, president; C. B. Farwell, vice-president; S. W. Stone, cashier; W. S. Tillotson, assistant-cashier. Resources—Loans and dis-

counts, $1,689,061.33; overdrafts, $1,451.98; U. S. bonds to secure circulation, $50,000.00; other stock, bonds and mortgages, $97,820.34; due from other National banks, $318,228.13; due from State banks and bankers, $86,932.21. Current expenses and taxes paid, $34,711.34; premiums paid, $10,000.00; checks and other cash items, $1,227.65; exchanges for clearing house, $93,339.94; bills of other banks, $10,800.00; fractional paper currency, nickels and pennies, $1,207.80; specie, $254,224.25; legal tender notes, $401,260.00; U. S. certificates of deposit for legal tenders, $61,000.00; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250.00; due from U. S. Treasurer, other than 5 per cent. redemption fund, $6,000.00; total, $3,119,514.99. Liabilities—Capital stock paid in, $700,000.00; surplus fund, $115,000.00; undivided profits, $90,610.89; National bank notes outstanding, $45,000.00; individual deposits subject to check, $1,542,084.12; demand certificates of deposit, $39,116.00; time certificates of deposit, $31,685.00; certified checks, $27,081.93; cashier's checks outstanding, $2,016.80; due to other National banks, $115,965.15; due to State banks and bankers, $410,955.10; total, $3,119,514.99. The Atlas National bank numbers among its shareholders and directors many of the representative merchants and capitalists of Chicago, and is recognized as a sterling banking institution. The directors are Uri Balcolm, R. C. Clowry, C. B. Farwell, R. J. Bennett, Joseph Austrian, J. C. McMullin, Albert A. Munger, William M. Van Nortwick, J. W. Ellsworth, J. T. Chumasero, W. C. D. Grannis. Location of banking house, southwest corner of La Salle and Washington streets.

Calumet National Bank.—(South Chicago) Present officers—President, J. J. Fitzgibbon; vice-president, J. M. Bacon; cashier, A. G. Ingraham. Directors—J. M. Bacon, E. E. Bacon, John Walters, G. D. Uebele, O. S. Gaither, John Cunnea, Hans Henisen and J. J. Fitzgibbon. Although South Chicago is now within the corporate limits of this city, the reports of the Calumet National Bank have not thus far been included among those of the other Chicago National banks. Location of banking house, South Chicago.

Chicago National Bank —Organized January 2, 1882. Present officers—John R. Walsh, president; H. H. Nash, vice-president; William Cox, cashier; F. M. Blount, assistant cashier. Resources—Loans and discounts, $3,309,040.58; overdrafts, $6,436.21; U. S. bonds to secure circulation, $50,000; other stocks and bonds, $175,429.19; due from other National banks, $475,604.65; due from State banks and bankers, $70,405; exchanges for clearing-house, $215,101.19; bills of other banks, $30,000; fractional paper currency, nickels and pennies, $738.98; specie, $860,000; legal-tender notes, $510,000; redemption fund with U. S. Treasurer (5 per cent. of circulation); $2,250; due from U. S. Treasurer, other than 5 per cent. redemption fund, $13,000; total, $5,718,050.80. Liabilities: Capital stock paid in, $500,000; surplus fund, $400,000; undivided profits, $110,651.53; National bank notes outstanding, $45.000; individual deposits subject to check, $3,623,659.47; demand certificates of deposit, $166.024.82; time certificates of deposit, $59.058.54; certified checks, $111,157.91; cashier's checks outstanding, $41,891.11; due to other National banks, $469,834.32; due to State banks and bankers, $190,773.10; total, $5,718,050.80. Directors—Andrew McNally, F. Madlener, Adolph Loeb, Ferd. W. Peck, H. H. Nash, J. R. Walsh, William Cox. The Chicago National Bank ranks among the leading financial institutions of the country. Its management is considered most con-

servative and wise. Location of banking house, southwest corner of Dearborn and Monroe streets.

Columbia National Bank.—Successor of the United States National bank. [The United States National Bank, with $500,000 cash capital, having received permission from the Controller of Currency, Washington, to change its name to "The Columbia National Bank of Chicago, and increase its capital stock to $1,000,000, the United States National bank transferred its entire business—including $8,000 in surplus fund, and pays the new bank all unearned interest on loans from date of change to maturity of same, amounting to at least $7,000—making the book value at date of change about $101.50. The transfer occurred and the new bank began business in 1890. See United States National Bank.]

Commercial National Bank.—Organized December, 1864. The present officers are—Henry F. Eames, president; O. W. Potter, vice-president; F. S. Eames, 2d vice-president; John B. Meyer, cashier; D. Vernon, assistant cashier. Resources—Loans and discounts, $6,215,832.72; overdrafts, $1,081.28; U. S. bonds to secure circulation, $50,000; other stocks, bonds, and mortgages, $199,463.29; due from other National banks $1.195,817.06; due from State banks and bankers, $10,779.34; real estate, $29,080.05; taxes paid, $13,156.99; checks and other cash items, $597.10; exchanges for clearing house, $266,280.45; bills of other banks, $40,812; fractional paper currency, nickles and pennies, $984.12; specie, $1,047,080.50; legal-tender notes, $659,-000; redemption fund with U. S. Treasurer (5 per cent. of circulation) $2,250; total, $9,732,214.90. Liabilities—Capital stock paid in, $1,000,000; surplus fund, $800,000; undivided profits, $157,441.25; National bank notes outstanding, $45,000; individual deposits subject to check, $3.544,763.09; demand certificates of deposit $630,537.09; certified checks, $122,478.58; cashier's checks outstanding, $197,942.41; due to other National banks, $1,420,973.16; due to State banks and bankers, $1,813,079.32; total, $9,732,-214.90. The names of many of the millionaire merchants and capitalists of Chicago are to be found among the list of shareholders and directors of the Commercial National bank. Directors—Henry F. Eames, S. W. Rawson, N. K. Fairbank, William J. Chalmers, O. W. Potter, Jesse Spalding, Henry W. King, Franklin MacVeagh, Norman Williams. Location of banking house, Southeast corner of Dearborn and Monroe streets.

Continental National Bank.—Organized March 5, 1883. Present officers—John C. Black, president; J. R. Winterbotham, vice-president; J. N. Perry, 2nd vice-president; cashier, Douglas Hoyt; assistant cashier, Ira P. Bowen. Resources—Loans and discounts, $6,073,579.95; overdrafts, $8,474.27; U. S. bonds to secure circulation, $50,000.00; other stock and bonds, $1,600.00; due from other National banks, $725,407.66; due from State banks and bankers, $314,678.17; real estate, furniture and fixtures, $46,239.96; current expenses and taxes paid, $47,984.36; premiums paid, $8,000.00; checks and other cash items, $13,068.21; exchanges for clearing-house, $511,481.49; bills of other banks, $12,120.00; fractional paper currency, nickels and pennies, $4,368.07; specie, $768,751.85; legal-tender notes, $551,559.00; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250.00. Total, $9,139,562.99. Liabilities—Capital stock paid in, $2,000,000.00; surplus fund, $210,000.00; undivided profits, $240,175.22; National bank notes outstanding, $14,800.00; dividends unpaid; $183.00;

individual deposits subject to check, $3,120,345.56; demand certificates of deposit, $237,407.57; certified checks, $59,101.66; cashier's checks outstanding, $36,644.15; due to other National banks, $2,175,785.08; due to State banks and bankers, $1,045,120.75 Total, $9,139,562.99. Directors—John C. Black, John R. Winterbotham, C. T. Wheeler, Richard T. Crane, George H. Wheeler, H. C. Durand, William G. Hibbard, A. G. Van Schaick, Richard Hill, Henry Botsford, James H. Dole. Location of banking house, southwest corner of La Salle and Adams streets. M. Calvin T. Wheeler, one of Chicago's foremost business men and financiers, was the organizer of this bank and its first president. He was succeeded in 1887 by Mr. Black, who has been connected with the bank since its organization. He was its first cashier, and was actively instrumental in perfecting the system inaugurated for the transaction of the business of the bank with the greatest convenience to its customers.

Drover's National Bank.—Organized 1883; Present officers—S. Brintnall, president; John Brown, vice-president; W. H. Brintnall, cashier; Edward Tilden, assistant cashier. Resources—Loans and discounts, $792,434.80; overdrafts, $2,446.24; U. S. bonds to secure circulation, $50,000; due from approved reserved agents, $272,478.93; due from other National banks, $18,962.32; due from State banks and bankers, $17,015.78; real estate, furniture, and fixtures, $12,500; premiums paid, $6,000; exchanges for clearing-house, $51,052.72; bills of other banks, $5,326; fractional paper currency, nickels and pennies, $319.79; specie, $23,347.50; legal-tender notes, $25,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; total, $1,279,134.08. Liabilities—Capital stock paid in, $250,000; surplus fund, $50.000; undivided profits, $27,145.60; National bank notes outstanding, $45,000; individual deposits subject to check, $338,066.22; demand certificates of deposit, $35,254.55; certified checks, $2,128.89; cashier's checks outstanding, $185,955.60; due to other National banks, $125,035.20; due to State banks and bankers, $220,548.02; total, $1,279,134.08. Directors—Percy W. Palmer, Charles L. Shattuck, Watson S. Hinkly, John Brown, James P. Sherlock, J. E. Greer, W. H. Brintnall, Solva Brintnall. Location of banking house, 4207 South Halsted street, Union Stock yards.

Englewood National Bank.—Present officers—J. R. Embrew, president; E. L. Roberts, vice-president; W. E. Brown, assistant cashier. Directors—J. R. Embrew, E. L. Roberts, V. E. Prentice, L. A. McDonald, H. P. Murphy, J. W. Johnston, J. J. Nichols, C. H. Knights and W. H. Collins. Although Englewood is within the corporate limits, the report of the condition of the Englewood National Bank is not included among the reports of the other National banks of the city. Location of banking house, Englewood, Chicago.

First National Bank.—Organized November, 1863. Present officers—Samuel M. Nickerson, president; Lyman J. Gage, vice-president; H. R. Symonds, cashier; H. M. Kingman, assistant cashier; R. J. Street, second assistant cashier. Resources—Loans and discounts, $16,688,603.28; overdrafts, $2,188.09; U. S. bonds to secure circulation, $50,000; U. S. bonds on hand, $10,600; other bonds, $841,480; bank building, $500,000; due from other National banks; $2,080,288.76; due from State banks and bankers, $1,729,309.84; checks and other cash items, $1,894.10; exchanges for clearing

house, $1,288,612; bills of other banks, $65,500; fractional paper currency, nickels and pennies, $11,623.29; specie, $4,652,266; legal tender notes, $980,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; due from U. S. Treasurer, other than 5 per cent. redemption fund, $26,000; total, $28,930,615.36. Liabilities—Capital stock paid in, $3,000,000; surplus fund, $2,000,000; undivided profits, $660,312.19; dividends unpaid, $5,754; individual deposits subject to check, $10,145,848.68; demand certificates of deposit, $1,021,568.67; certified checks, $345,127.62; cashier's checks outstanding, $69,565.84; due to other National banks, $7,433,300.06; due to State banks and bankers, $4,249,138.30; total, $28,930,615.36. Directors—Samuel M. Nickerson, F. D. Gray, H. H. Porter, E. F. Lawrence, Norman B. Ream, L. J. Gage, S. M. Allerton, Nelson Morris, Eugene S. Pike, A. A. Carpenter and H. R. Symonds. Location of banking house, northwest corner of Dearborn and Monroe streets, First National Bank building.

At the date of incorporation, the First National Bank had a capital of $100,000. Its officers were—President, E. Aiken; cashier, E. E. Braisted. It then stood number 8 in the order of National Banks. The capital of the bank was soon increased to $1,000,000. In 1867 President Aiken died, and was succeeded by Samuel M. Nickerson, who has held the office ever since. In 1868 Lyman J. Gage was appointed cashier. The fire of 1871 destroyed the bank's building, which stood at the southwest corner of State and Washington sts. This building was at once rebuilt, and was occupied until the bank moved into its present magnificent structure, which was erected especially for its accommodation, and with a view to the convenient transaction of its immense business [See "First National Bank Building" and illustration.] During the panic of 1873 the bank passed through the ordeal in excellent shape, coming out of it with the renewed and strengthened confidence of the public in the stability of its resources, and the wisdom and integrity of its management. The fact is often referred to even in these days, that Mr. Gage's courageous and judicious executive ability in 1873 not only averted a calamity for his own bank, but had the effect of stimulating the nerve of others in Chicago, and of inspiring the public with faith in the ability of all to meet their obligations if they were not harassed or hampered. The charter of the First National Bank expired in 1882; it went into liquidation, paying off its stockholders and giving each one of them $294 for every $100 paid in. This was in addition to dividends upon the capital from time to time, which averaged through its entire history 10 per cent. per annum. On the expiration of the old charter the new First National Bank, No. 2670, was organized, and succeeded to the business of the old bank. Its paid-up capital was fixed at $3,000,000; Mr. Gage was made vice-president, and Mr. Symonds, cashier. The First National Bank is not only the greatest financial institution in Chicago, but one of the greatest in the country. The showing of earnings and surplus which it made at the close of last year's business attracted universal attention.

Fort Dearborn National Bank.—Organized May 1, 1887, with H. N. Hibbard, president, and C. E. Crippen, vice-president. Present officers—John A. King, president; W. L. Barnum, vice-president; Peter Dudley, cashier; Seymour Dratton, assistant cashier. Resources—Loans and discounts, $926,991.97; overdrafts, $50; U. S. bonds to secure circulation, $50,000; other stock, bonds and mortgages, $9,375; due from other National banks, $119,431.92; due from State banks and bankers, $48,835.18; real estate, furniture

Underwood & Co. Chi.

and fixtures, $6,977.06; premiums paid, $9,000; checks and other cash items, $409.49; exchanges for clearing house, $46,757.46; bills of other banks, $6,168; fractional paper currency, nickels and pennies, $276.25; specie, $12,952.72; legal-tender notes, $130,519; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; total, $1,369,994.05. Liabilities—Capital stock paid in, $500,000; surplus fund, $25,000; undivided profits, $6,073.84; National bank notes outstanding, $45,000; individual deposits subject to check, $512,085.59; demand certificates of deposit, $8,643; certified checks, $40,002.47; cashier's checks outstanding, $100; due to other National banks, $60,697.29; due to State banks and bankers, $172,391.86; total, $1,369,994.05. The Fort Dearborn National bank is an institution of the highest standing, its directors being men of large financial resources. Directors—W. L. Barnum; J. W. Plummer, John J. McGrath, William J. Wilson, D. K. Hill, E. Mandel, Thomas Kane, George Keller, Arthur D. Rich, A. Plamondon and John A. King. Location of banking house, 187–189 Dearborn street.

Globe National Bank.—Commenced business December 22, 1890; capital, $1,000,000. Present officers—Oscar D. Wetherell, president; Melville E. Stone, vice-president; D. A. Moulton, cashier. The directors, comprising well-known business men and capitalists, are as follows—Melville E. Stone, late editor Chicago *Daily News:* Gustavus F. Swift, president Swift & Co., packers; William H. Harper, manager Chicago & Pacific Elevator Company; Robert L. Henry, president Keystone Palace Horse-Car Company; Godfrey Snydacker, private banker; Everett W. Brooks, lumber manufacturer; James L. High, attorney-at-law; Amos Grannis, contractor; Oscar D. Wetherell. Location of banking house, northwest corner of Jackson and La Salle streets, opposite Board of Trade.

Hide and Leather National Bank.—Organized in 1872, received its charter as a National bank in 1878. Present officers—Charles F. Grey, president; J. V. Taylor, vice-president; D. L. Forest, assistant cashier. Resources—Loans and discounts, $910,347.29; overdrafts, $271.53; U. S. bonds to secure circulation, $50,000; U. S. bonds on hand, $2,600; other stock, bonds, and mortgages, $91,199.07; due from other National banks, $108,081.72; due from State banks and bankers, $38,339.65; real estate, furniture and fixtures, $6,699.03; current expenses, $6,602.07; premiums paid, $8,382.60; checks and other cash items, $3,241.67; exchanges for clearing-house, $102,602.06; bills of other banks, $41,184; fractional paper currency, nickels and pennies, $82.51; specie, $556,840; legal-tender notes, $138,263; U. S. certificates of deposit for legal tenders, $80,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; due from U. S. Treasurer, other than 5 per cent. redemption fund, $7,000; total, $2,153.986.20. Liabilities—Capital stock paid in, $300,000; surplus fund, $87,500; undivided profits, $49,971.76; National bank notes outstanding, $45,000; dividends unpaid, $232; individual deposits subject to check, $1,310,502.08; demand certificates of deposit, $14,406.60; certified checks, $8,001.12; cashier's checks outstanding, $7,348,62; due to other National banks, $81,388.32, due to State banks and bankers, $249,635.70; total, $2,153,986.20. Directors—George C. Benton, William L. Gray, C. H. Morse, Hugh A. White, J. V. Taylor, George M. Lyon, P. P. Mathews, Charles F. Grey, O. F. Fuller. Location of banking house, La Salle and Madison sts.

Home National Bank.—Present officers—C. M. Billings, president; H.

H. Blake, cashier. Resources—Loans and discounts, $843,350.11; overdrafts. $7,926,94; U. S. bonds to secure circulation, $50,000; U. S. bonds on hand, $150,000; other stock, bonds and mortgages, $33,200; due from other National banks, $194,064.51; due from State banks and bankers, $6,673.20; furniture and fixtures, $2,250; current expenses and taxes paid, $9,748.36; premiums paid, $1,121.25; checks and other cash items, $2,166.05; exchanges for clearing-house, $13,178.23; bills of other banks, $7,979; fractional paper currency, nickels, and pennies, $270.96; specie, $159,159.95; legal-tender notes, $250,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; due from U. S. Treasurer, other than 5 per cent. redemption fund, $3,000; total, $1,736,338.56. Liabilities—Capital stock paid in, $250,000; surplus fund, $100,000; undivided profits, $164,150.07; National bank notes outstanding, $5,500; individual deposits subject to check, $1,131,322.11; demand certificates of deposit, $6,849.25; certified checks, $8,838.70; cashier's checks outstanding, $157.20; due to State banks and bankers, $69,521.23; total, $1,736,338.56. Directors: A. M. Billings, J. C. McMullin, W. A. Talcott, C. K. G. Billings, David Bradley. Location of banking house, Washington and Halsted sts., West Side.

Lincoln National Bank.—Organized March, 1887. Present officers—V. C. Price, president; H. F. Vehmeyer, vice-president; E. S. Noyes, cashier; J. R. Clarke, assistant cashier. Resources—Loans and discounts, $427,250.28; overdrafts, $569.97; U. S. bonds to secure circulation, $50,000; due from other National banks, $23,931.01; due from State banks and bankers, $15,639.09; real estate furniture and fixtures, $3,699.80; current expenses and taxes paid, $5,099.51; premiums paid, $12,000; checks and other cash items, $264.09; exchanges for clearing-house, $24,074.37; bills of other banks, $8,890; fractional paper currency, nickels and pennies, $187.72; specie, $52,157; legal-tender notes, $60,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; total, $686,012.84. Liabilities—Capital stock paid in, $200,000; surplus fund, $2,000; undivided profits, $15,032.49, National bank notes outstanding, $45,000; individual deposits subject to check, $361,590.65; demand certificates of deposit, $38,219.49; certified checks, $44; cashier's checks outstanding, $1,081.82; due to other National banks, $15,653.14; due to State banks and bankers, $7,391.25—total, $686,012.84. The directors are—V. C. Price, H. F. Vehmeyer, W. C. Newberry, C. C. Housel, F. B. Rockwood, H. P. Klein, F. C. Vehmeyer, R. C. Price, E. S. Noyes, all representative business men and capitalists. Location of banking house, Clark and Michigan streets. [North Side.]

Merchant's National Bank.—Organized December, 1863. Present officers—Chauncey B. Blair, * president; Chauncey J. Blair, vice-president; F. W. Crosby, second vice-president; John C. Neely, cashier. Resources—Loans and discounts, $5,589,728.86; overdrafts, $270.12; U. S. Bonds to secure circulation, $50,000; other stock and bonds at par, $223,200; due from other National banks, $825,731.44; due from State banks and bankers, $70,799.30; real estate, furniture and fixtures, $125,000; exchanges for clearing-house, $229,873.89; bills of other banks, $264,427; fractional paper currency, nickels and pennies, $21.84; specie, $3,360,111.70; legal-tender notes, $165,300; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; due from U. S. Treasurer, other than 5 per cent. redemption fund, $2,000; total, $10,908,714.15. Liabilities—Capital stock paid in, $500,000; surplus fund, 1,000,000; undivided profits, $746,384.44; individual deposits subject

* Died in January; vacancy unfilled.

to check, $3,174,262.40; demand certificates of deposit, $57,946.53; certified checks, $36,194.51; cashier's checks outstanding, $55,087.40; due to other National banks, $2,676,911.81; due to State banks and bankers, $2,661,927.06; total, $10,908,714.15. Directors—C. B. Blair, William Blair, C. J. Blair, W. F. Blair, Martin A. Ryerson, F. W. Crosby and John C. Neely. Location of banking house, 80 and 82 La Salle street.

Metropolitan National Bank.—Organized May 12, 1884. Present officers, E. G. Keith, president; J. L. Woodward, vice-president; W. D. Preston, cashier; H. H. Hitchcock, assistant cashier. Resources—Loans and discounts, $4,269,278.36; overdrafts, $2,179.75; U. S. bonds to secure circulation, $50,000.00; other bonds, $71,300.00; due from other National banks, $790,729.92; due from State banks and bankers, $297,140.32; checks and other cash items, $1,107.56; exchanges for clearing-house, $335,206.29; bills of other banks, $23,910.00; fractional paper currency, nickels, and pennies, $866.64; specie, $509,840.30; legal-tender notes, $721,188.00; redemption fund with U. S. treasurer (5 per cent. of circulation), $2,250.00; total, $7,074,997.14. Liabilities—Capital stock paid in, $500,000.00; surplus fund, $425,000.00; undivided profits, $87,245.93; National bank notes outstanding, $45,000.00; individual deposits subject to check, $3,662,912.05; demand certificates of deposit, $138,846.90; certified checks, $52,272.82; cashier's checks outstanding, $10,124.43; due to other National banks, $873,770.16; due to State banks and bankers, $1,279,824.85; total, $7,074-, 997,14. Directors—William Deering, A. C. Bartlett, Edson Keith, James L. Woodward, W. J. Watson, E. Frankenthal, G. B. Shaw, T. W. Harvey, E. G. Keith, W. D. Preston. Location of banking house, La Salle and Madison streets.

National Bank of America.—Organized January 1, 1883. Present officers—Isaac G. Lombard, president; Henry Witbeck, vice-president; Edward B. Lathrop, cashier; Charles A. Tinkham, assistant cashier. Resources—Loans and discounts, $3;168,853.06; overdrafts, $147.34; U. S. bonds to secure circulation, $50,000.00; other bonds, $100,500.00; due from other National banks, $364,058.62; due from State banks and bankers, $77,001.85; checks and other cash items, $13,629.21; exchanges for clearing-house, $130,554.43; bills of other banks, $20,135.00; fractional paper currency, nickels and pennies, $20.45; specie, $668,568.40; legal tender notes, $236,000 00; redemption fund with U. S. treasurer (5 per cent. of circulation), $2,250.00; total, $4,831,718.36. Liabilities—Capital stock paid in, $1,000,000.00; surplus fund, $2,000,000.00; undivided profits, $99,324.27; National bank notes outstanding, $45,000.00; dividends unpaid, $32.00; individual deposits subject to check, $1,393,064.60; demand certificates of deposit, $159,028.55; certified checks, $41,881,87; due to other National banks, $1,209,219.71; due to State banks and bankers, $684,167.36; total, $4,831,718.36. The directors are—Henry Witbeck, Morton B. Hull, William Dickinson, Charles M. Henderson, Cyrus H. Adams, John H. Witbeck, Clarence Buckingham, Isaac G. Lombard, Edward B. Lathrop. Location of banking house, La Salle and Washington streets.

National Bank of Illinois.—Organized December, 1871. Present officers—George Schneider, president; William H. Bradley, vice-president; W. A. Hammond, cashier. Resources—Loans and discounts, $6,908,089.68; overdrafts secured and unsecured, $16,661.93; U. S. bonds to secure circulation,

par value, $50,000; other bonds, $70,500; due from other National banks, $755,096.38; due from State banks and bankers, $213,367.34; exchanges for clearing-house, $610, 310.70; bills of other banks, $15,200; fractional paper currency, nickels and cents, $3,258.12; specie, $759,800; legal-tender notes, $232,000; U. S. certificates of deposit for legal-tenders, $570,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; total, $10,206,-534.15. Liabilities—Capital stock paid in, $1,000,000; surplus fund, $700,-000; undivided profits, 198,226.53; National bank notes outstanding, $45,000; dividends unpaid, $25,122.50, individual deposits subject to check, $5,187,-394.28; demand certificates of deposit, $371,510.62; certified checks, $153,-334.73; cashier's checks outstanding, $261,150.80; due to other National banks, $1,420,858.86; due to State banks and bankers, $843,935.83; total, $10,206,534.15. Directors—S. B. Cobb, Walter L. Peck, William R. Page, George E. Adams, Charles R. Corwith, William H. Bradley, Frederick Mahla, R. E. Jenkins, Albert A. Munger, William A. Hammond, George Schneider. Location of banking house, 111, 113, 115 and 117 Dearborn street.

National Live Stock Bank.—Present officers—Levi B. Doud, president; George T. Williams, vice-president; Roswell Z. Herrick, cashier. Resources—Loans and discounts, $2,396,118.97; overdrafts, $11,504.65; U. S. bonds to secure circulation, $50,000; other stock, bonds and mortgages, $48,875; due from other National banks, $1,287,465.30; due from State banks and bankers, $143,217.29; real estate, furniture and fixtures, 2,331.47; current expenses and taxes paid, $603.90; premiums paid, $10,000; exchanges for clearing-house, $48,120.43; bills of other banks, $5,252; fractional paper currency, nickels and pennies, $2,553.71; specie, $383,176.50; legal-tender notes, $94,-867; U. S. certificates of deposit for legal-tenders, $100,000; U. S. Treasurer (5 per cent. of circulation), $2,250; total, $4 586,336.22. Liabilities—Capital stock paid in, $750,000; surplus fund, $200,000; undivided profits, $147,-487.56; National bank notes outstanding, 20,500; dividends unpaid, $628; individual deposits subject to check, $1,842,726.20; demand certificates of deposit, $532,734,61; certified checks, $300; due to other National banks, $727,499.84; due to State banks and bankers, $364,460.01; total, $4,586,-336.22. Directors—John B. Sherman, Irus Coy, George T. Williams, Levi B. Doud, Roswell Z. Herrick, Samuel Cozzens, Daniel G. Brown. At the last annual meeting of directors the sum of $100,000 was carried to the surplus fund, now $300,000, while the individual profits reached $37,000. The dividends have been 2 per cent. quarterly. Location of banking house, Main Stock Yards.

Northwestern National Bank.—Organized August, 1864. Present officers—E. Buckingham, president; W. F. Dummer, vice-president; W. Gookin, cashier; F. W. Griffin, assistant cashier. Resources—Loans and discounts, $1,943,607.23; overdrafts, 9,318.01; U. S. bonds to secure circulation 4 per cent. $200,000; U. S. bonds to secure deposits 4 per cent, $700,000; other bonds, $97,500; due from other National banks, $421,566,36; due from State banks and bankers, $49,153.50; checks and other cash items, $421.45; exchanges for clearing-house, $152,782.10; bills and other banks, $7,850; fractional paper currency, nickels and pennies, $381.86; specie, $368,915.55; legal-tender notes, $470,000; redemption fund with U. S. Treasurer (5 per cent. of circulation) $9.000; total, $4,430,496.06. Liabilities—Capital stock paid in, $200,000; surplus fund, $50,000; undivided profits, $106,758.41;

National bank notes outstanding, $165,690; individual deposits subject to check, $1,248,320.21; demand certificates of deposit, $223,987.72; certified checks, $42,594.81; cashier's checks outstanding, $51,774.49; United States deposits, $750,853.03; Deposits of U. S. disbursing officers, $16,314.81; due to other National banks, $677,691.50; due to State banks and bankers, $896,511.08; total, $4,430,496.06. A trust fund of $2,000,000, consisting of U. S. 4 per cent. bonds and other securities, is pledged by the stockholders of the Northwestern National Bank as additional security for all obligations. Directors—Ebenezer Buckingham, Edward E. Ayer, William F. Dummer, Marshall M. Kirkman and Franklin H. Head. Location of banking house, La Salle and Adams streets.

Oakland National Bank.—Present officers—H. P. Taylor, president; Arthur W. Allyn, vice-president; J. J. Knight, cashier. Resources—Loans and discounts, $178,545.44; overdrafts, secured and unsecured, $42.09; U. S. bonds to secure circulation, $12,500; due from approved reserve agents, $26,832.24; banking-house furniture and fixtures, $1,675; current expenses and taxes paid, $1,709.89; premiums on U. S. bonds, $2,093.75; checks and other cash items, $265.23; exchanges for clearing-house, $419.75; bills of other banks, $1,220; fractional paper currency, nickels, and cents, $10.82; specie, $7,214.50; legal-tender notes, $6,500; redemption fund with U. S. Treasurer (5 per cent. of circulation), $562.50; total, $239,091.21. Liabilities—Capital stock paid in, $50,000; surplus fund, $1,500; undivided profits, $9,579.42; National bank notes outstanding, $11,250; individual deposits subject to checks, $128,800.99; demand certificates of deposit, $36,263.47; certified checks, $1,697.33; total, $239,091.21. Location of banking house, 3961, Cottage Grove avenue.

Union National Bank.—Organized December, 1863. Present officers—John J. P. Odell, president; David Kelley, vice-president; W. C. Oakley, cashier; W. O. Hipwell, assistant cashier; August Blum, second assistant cashier. Resources—Loans and discounts, $6,177,274.20; Overdrafts, $126.92; U. S. bonds to secure circulation, $50,000; U. S. bonds on hand, $1,350; other stocks, bonds and mortages, $784,019.21; due from other National banks, $691,975.84; due from State banks and bankers, $327,498.19; real estate, furniture and fixtures, $11,500; exchange for clearing-house, $437,257.17; bills of other banks, $10,000; fractional paper currency, nickels and pennies, $2,795.77; specie, $866,899.50; legal tender notes, $650,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; due from U. S. Treasurer, other than 5 per cent. redemption fund, $6,000; total, $10,018,946.76. Liabilities—Capital stock paid in, $2,000,000; surplus fund, $700,000; undivided profits, $141,537.54; National bank notes outstanding, $45,000; reserved for taxes, $30,000; individual deposits subject to check, $2,471,316.28; demand certificates of deposit, $142,612.21; certified checks, $67,930.79; cashier's checks outstanding, $89,857.20; due to other National banks, $1,959,081.20; due to State banks and bankers, $2,371,611.54; total, $10,018,946.76. The directors are—C. R. Cummings, J. H. Barker, H. N. May, David Kelley, O. C. Barber, S. K. Martin, S. B. Barker, V. Shaw-Kennedy, J. J. P. Odell. The Union National has been specially favored in having had for its presidents some of Chicago's ablest and most experienced financiers, and to this is mostly due the bank's prompt rush to the front line of the city banks and its maintenance of that position

for so many years. The first president was William F. Coolbaugh, who at his death, which occurred in November, 1877, was succeeded by Calvin T. Wheeler. On the expiration of its original charter December 30, 1884, the Union National Bank was re-organized, and under its new charter, W. C. D. Grannis was chosen president, and J. J. P. Odell, vice-president. Mr. C. R. Cummings was made president in 1886, but took no active part in the management of the bank. Upon his retirement Mr. J. J. P. Odell became president, and has continued in that position up to the present date. Mr. Odell has been identified with the banking business of Chicago since 1865, and for twenty-four years has been connected with the Union National, having entered its service in 1866, as bookkeeper, and in the interval filled almost every intermediate position of responsibility in the bank. In amount of deposits the place of the Union National at the present time is in the second group averaging $9,750,000. Location of banking house, northeast corner of La Salle and Adams streets, Home Insurance building.

United States National Bank.—Succeeded by the Columbia National Bank, cash capital, $1,000,000. Officers of the United States National Bank—Zimri Dwiggins, president; J. M. Starbuck, cashier. The last statement of the United States National Bank made to the controller was as follows: Resources—Loans and discounts, $593,326.80; overdrafts, $634.08; U. S. bonds to secure circulation, $50,000; due from other National banks, $105,-481.06; due from State banks and bankers, $28,109.16; real estate, furniture and fixtures, $3,452.50; current expenses and taxes paid, $10,897.64; premiums paid, $2,027.50; checks and other cash items, $6,767.11; exchanges for clearing-house, $108,092.57; bills of other banks, $4,193; fractional paper currency, nickels and pennies, $87.02; specie, $1,761.40; legal-tender notes, $28,000; redemption fund with U. S. Treasurer (5 per cent. of circulation), $2,250; total, $945,079.84. Liabilities—Capital stock paid in, $500,000; surplus fund, $8,000; undivided profits, $13,024.14; National bank notes outstanding, $45,000; dividends unpaid, $60; individual deposits subject to check, $148,539.87; demand certificates of deposit $3,630.62; time certificates of deposit, $12,430.95; certified checks, $6,600; cashier's checks outstanding, .14; due to other National banks, $7,858.02; due to State banks and bankers, $199,936.10; total, $945,079.84. Location of banking house, Clark and Jackson streets.

Prairie State National Bank.—Organized May 15, 1888. Present officers—James W. Scoville, president; George Woodland, vice-president; George Van Zandt, cashier. Resources—Loans and discounts, $700,140.91; overdrafts, $5,927.91; United States bonds, $50,000; other bonds, $231,804.38; due from other National banks, $61,804.94; due from State banks and bankers, $15,-158.07; furniture and safes, $1,875; premiums on U. S. bonds, $1,125; checks and other cash items, $221.85; exchanges for clearing-house, $51,203; bills for other banks, $7,837; fractional paper currency, nickels and pennies, $605.05; specie, $152,856.12; legal-tender notes, $28,500; due from U. S. Treasurer, $2 250; total, $1,311,309.29. Liabilities—Capital stock paid in, $200,000; surplus fund, $5,000; dividends unpaid, $37.50; undivided profits, $1,657.91; individual deposits subject to check, $999,036,85; certified checks, $14,142 88; cashier's checks outstanding, $4,947.90; due to other National banks, $2,016.26; due to State banks and bankers, $84,469.99; total, $1,311,309.29. The directors are—B. F. Homer, M. C. Bullock, George Van Zandt, James W. Scoville, H. J. Evans, George Woodland, William Spooner. Location of banking house, 110 West Washington street.

BANKING INSTITUTIONS—STATE AND PRIVATE.

Adolph Loeb & Bro., Bankers.—Established over thirty-three years ago, since which time the house has been doing an extensive mortgage loan, real estate and general banking business. The house was founded by Adolph Loeb, and shortly afterward he associated with himself his brother William. Two years ago Julius Loeb and Edward G. Pauling were admitted into the firm. Loeb & Bro. are bankers of large capital and the very highest standing in Chicago commercial circles.

American Trust and Savings Bank.—Organized under the laws of the State of Illinois, 1889; capital, $1,000,000; surplus, $65,000. Present officers—G. B. Shaw, president; Edson Keith, vice-president; Franklin H. Head, 2d vice-president; J. R. Chapman, cashier; W. L. Meyer, assistant cashier. Directors—William J. Watson, T. W. Harvey, Adolph Kraus, Franklin H. Head, S. A. Maxwell, J. H. Pearson, C. T. Trego, Ferd. W. Peck, William Deering, G. B. Shaw, V. A. Watkins, E. L. Lobdell, O. D. Wetherell, Joy Morton, George E. Wood, William Kent, S. A. Kent. Location of banking house, Owings building, Dearborn and Adams streets.

Bank of Montreal.—William Monroe, manager; E. M. Shadbolt, assistant cashier.

Cahn and Strauss, Bankers.—Do a general commercial business, making specialties of government bonds, local securities and foreign exchange. Location of banking house, 128 La Salle street.

Charles Henrotin, Banker and Broker.—One of the founders of the Chicago Stock Exchange, and one of the heaviest brokers in local and outside stocks in Chicago. A promoter of some of the largest enterprises of the times. Location of banking house, 169 Dearborn street.

Chemical Trust and Savings Bank.—Organized May, 1890. Present officers—Adlai T. Ewing, president; E. C. Veasey, vice-president; G. A. Bodenschatz, second vice-president; A. J. Howe, assistant cashier. Capital, $350,000; additional liability of stockholders, $350,000. Directors—M. McNeil, Robert Vierling, George B. Marsh, William F. Burrows, Otis Jones, G. A. Bodenschatz, Adlai T. Ewing, E. J. Edwards, Jacob Hirsh, J. G. Bodenschatz, Edwin C. Veasey. Location of banking house 85 Dearborn street.

Chciago Trust and Savings Bank.—Under the supervision of the State of Illinois, organized May, 1885; capital paid in, $400,000; additional liability of stockholders, $500,000; total security for depositors $900,000; surplus, January 1, 1891, $37,000. Present officers—D. H. Tolman, president; P. E. Jennison, cashier. Transacts a general banking business, and is looked upon as one of the most safely managed banking houses in Chicago. Location of banking house, northeast corner of Washington and Clark streets.

Corn Exchange Bank.—Organized 1872, re-organized 1879; capital, $1,000,000; surplus, $1.000,000. Present officers—Charles L. Hutchinson, president; Ernest A. Hamill, vice-president; Frank W. Smith, cashier. Directors—Charles L. Hutchinson, Byron L. Smith, Charles Counselman, Sidney A. Kent, John H. Dwight, Edwin G. Foreman, Ernest A. Hamill, Charles H. Wacker, B. M. Frees, Charles H. Schwab, Edward B. Butler. The Corn Exchange is one of the great banking houses of the city, and for over eighteen years has ranked among the leading financial institutions of the West. Location of banking house, Rookery building, Adams and La Salle streets.

Dime Savings Bank.—Organized under State supervision; incorporated April, 1869. Present officers—Samuel G. Bailey, president, merchant; W. C. D. Grannis, vice-president, president Atlas National bank; Eugene Cary, insurance, Rialto building; C. B. Farwell, merchant and United States Senator; A. R. Barnes, printer, 68 and 70 Wabash avenue; W. M. Van Nortwick, paper manufacturer, Batavia, Ill.; L. R. Giddings, mortgages, Chamber of Commerce building; J. W. Converse, teller of the bank; Wm. Kelsey Reed, treasurer. This is exclusively a savings bank and ranks high among Chicago's financial institutions. Location of banking house, 104-106 Washington street.

E. S. Dreyer & Co., Bankers.—Established over twenty years ago, and one of the leading banking houses of the city. The firm is composed of E. S. Dreyer, Edward Koch and Robert Berger. A specialty is made of mortgage loans, though the house does a general banking business. Location northeast corner of Dearborn and Washington sts.

Farmers' Trust Company.—Present officers—R. Sayer, president; Josiah L. Lombard, vice-president and treasurer. Capital $100,000. Location of banking house, 112 Dearborn street.

Foreman Bros., Bankers.—Founded thirty years ago, by the father of the present proprietors of the house, Edwin G. Foreman and Oscar G. Foreman. A banking institution that has maintained a high standing through the adverse as well as prosperous times in Chicago history, for over a quarter of a century. Foreman Bros. receive deposits, buy and sell martgages and other investment securities, and make a specialty of loans on real estate. Location of banking house, 128 and 130 Washington st., near Chamber of Commerce, opposite City Hall.

Globe Savings Bank.—Organized 1890. Capital paid in, $200,000. Savings accounts bear interest at 4 per cent. per annum. Four interest days each year—January 1st, April 1st, July 1st, October 1st. Deposits on or before the 3d of the month bear interest from the 1st. G. W. Spalding, president; Edward Hayes, vice-president; J. P. Altgeld, second vice-president; H. S. Derby, cashier.

Greenebaum Sons, Bankers.—Founded by Elias Greenebaum thirty-six years ago. The present firm consists of Elias Greenebaum, H. E. Greenebaum, M. E. Greenebaum and James E. Greenebaum. The house transacts a very large banking business and makes a specialty of loans and real estate. The bank occupies the main floor of 116 and 118 La Salle st., Mercantile building. Greenebaum & Sons' bank has occupied an important place in the growth and development of the city. Thousands of buildings, from the neat residence to the business block, have been erected primarily by funds obtained through this firm.

Guarantee Company of North America.—Head office, Montreal, Canada. Chicago directors—L. J. Gage, vice-president, First National Bank; R. R. Cable, president C., R. I. & P. R. R.; the Hon. J. Russell Jones, ex-president West Side Ry.; C. T. Wheeler, ex-president Continental National Bank; E. Nelson Blake, ex-president Board of Trade. Capital and resources, $1,079,574. Office, 175 La Salle street.

Hibernian Banking Association.—Organized 1867. One of the most substantial banking houses in the city; capital, $222,000. Present officers—J. V.

THE DOUGLAS MONUMENT.

Clarke, president; Charles F. Clark, vice-president; Hamilton B. Dox, cashier; J. V. Clarke, Jr., assistant cashier. Directors—J. V. Clarke, Hamilton B. Dox, James R. McKay, Henry B. Clarke, Thomas Lonergan, Charles F. Clark, J. V. Clarke, Jr. Location of banking house, Clark and Lake streets.

Illinois Trust and Savings Bank.—Organized under the laws of the State of Illinois, August, 1887. Capital stock paid in, $1,000,000; surplus, $1,000,000; additional liabilities of its stockholders, $1,000,000; total amount pledged for the security of depositors, $3,000,000. Present officers—John J. Mitchell, president; John B. Drake, vice-president; William H. Mitchell, 2d vice-president; W. H. Reid, 3d vice-president; James S. Gibbs, cashier; B. M. Chattel, assistant cashier. Directors—L. Z. Leiter, William G. Hibbard, John B. Drake, John J. Mitchell, John McCaffery, J. C. McMullin, W. H. Reid, William H. Mitchell, D. B. Shipman. Among the stockholders of the bank are the wealthiest capitalists and merchants of Chicago, including L. Z. Leiter, J. Russell Jones, Marshall Field, Albert Keep, Philip D. Armour, Robert Law, J. C. McMullin. Following is a statement of the bank's resources and liabilities: Resources—Bonds and stocks, $1,440,816.50; real estate, $26,291.34; current expenses paid, $25,314.61; cash and exchange, $2,856,178.05; loans on demand, $8,155,679.21; loans on time, $1,943,152.25; loans on real estate, $1,817,193.32; total, $16,264,625.28. Liabilities—Capital stock, $1,000,000; surplus fund, $788,916.20; undivided profits, $275,737.58; dividends unpaid, $3,500; time deposits, $7,699,740.73; demand deposits, $6,496,730.77; total, $16,264,625.28. The bank has savings, commercial safety deposit and trust departments. Location of banking house, Rookery building, southeast corner of La Salle and Adams streets.

International Bank.—Organized October 21, 1868, as the International Mutual Trust Company, and was changed to its present name in 1871. The first officers were—Frances A. Hoffman, president; Julius Busch, vice-president; and Rudolph Schloesser, cashier. Present officers—B. Loewenthal, president; Leo Fox, vice-president; Bernhard Neu, cashier; Jos. B. Loewenthal, assistant cashier. Mr. Loewenthal, the president, became connected with the bank in 1870. Capital, $500,000; surplus, January 1, 1891, $100,000. Directors—John Kranz, Louis Wambold, August Bauer, B. Mergentheim, Ed. Rose, Michael Brand, B. Loewenthal and Leo Fox. Besides doing a general banking business, the International Bank issues circular letters of credits, and draws drafts on all parts of the world. The standing of the International is first-class. Banking house located at 110 La Salle street.

Meadowcroft Bros., Bankers.—Established 1860. Located at the northwest corner of Dearborn and Washington streets. This banking house offers every facility for individuals or merchants who contemplate opening an account or making changes. Aside from the ordinary conveniences of having banking connections, the depositor can make his selection from different classes of deposit contracts, either certificates bearing interest or special deposits with interest. Those desiring safe investment for their funds can be supplied with good real estate securities, or have orders for any bonds or stocks executed. The bank is enabled to offer the advantages of European correspondents both in buying and selling. Location of banking house, northwest corner of Dearborn and Washington sts.

Merchants' Loan and Trust Company.—Organized under the laws of the State of Illinois in 1857. Capital, $2,000,000; surplus, $1,000,000; undivided profits, $435,010. The trustees are—Marshall Field, C. H. McCormick, John DeKoven, Albert Keep, John Tyrrell, Lambert Tree, J. W. Doane, P. L. Yoe, George M. Pullman, A. H. Burley, E. T. Watkins, Erskine M. Phelps, Orson Smith. Present officers—J. W. Doane, president; P. L. Yoe, vice-president; Orson Smith, second vice-president; F. C. Osborn. This is the oldest and one of the greatest banking houses in Chicago. "Long" John Wentworth was one of the original incorporators, and throughout the latter part of his life was active in the bank's interest. The Merchants' Loan and Trust Company does the general work of a modern Trust company and that of a bank of discount as well.

Northern Trust Company.—Organized under the jurisdiction and supervision of the State of Illinois, August, 1889. Capital fully paid in, $1,000,000. Present officers—B. L. Smith, president; Charles L. Hutchinson, vice-president; Joseph T. Bowen, cashier; Arthur Heurtley, assistant cashier. Directors—A. C. Bartlett, J. Harley Bradley, H. N. Higinbotham, Marvin Hughitt, Charles L. Hutchinson, A. O. Slaughter, Martin A. Ryerson, Albert A. Sprague, B. L. Smith. Location of banking house, Chamber of Commerce building, southeast corner of Washington and La Salle streets.

Paul O. Stensland & Co., Bankers.—The leading banking institution of the northwestern portion of the city, and particularly of that great business and manufacturing district lying tributary to the wonderful artery known as Milwaukee avenue. The head of this banking house, Mr. Paul O. Stensland, is a man of substantial means, large experience and sound business judgment. This institution does a general banking and real estate business, sells drafts, issues money-orders in all parts of Europe; receives commercial deposits, and pays the usual interest on savings deposits. Location of banking house—Milwaukee ave. and Carpenter st. In connection with the bank are the safety vaults of the Milwaukee Avenue Safe Deposit Company, constructed after the most modern plans and guaranteed to be absolutely safe for the deposit of valuables, papers, deeds, wills, jewelry, diamonds, etc.

Peterson & Bay, Bankers.—Established 1873. Andrew Peterson and Geo. P. Bay, owners; deal in investment securities, foreign exchange, mortgage loans, make collections and do a general real estate business. Location of banking house—Southwest corner La Salle and Randolph sts.

Prairie State Savings and Trust Company.—Organized February 22, 1861, with a capital of $100,000; increased to $200,000 October 8, 1890; present officers, Charles B. Scoville, president; George Van Zandt, vice-president; George Woodland, cashier. Location of banking house—45 South Desplaines st.

Schaffner & Co., Bankers.—Established January, 1878. One of the largest and most responsible private banking houses in the country. Herman Schaffner and A. G. Becker, proprietors and managers. Makes a specialty of handling commercial paper and dealing with manufacturing and business firms. Annual business transacted, about $25,000,000. Its business is not confined to the securities and paper of this country, but it has extensive foreign dealings as well. The firm has no equal in the amount of the actual moneyed transactions made in any of the Eastern cities. The successful handling of the immense amount of paper as shown by a single year's business, is as

highly gratifying as it is commendatory of the financial ability and acumen of the members of the firm.

Security, Loan and Savings Bank.—Organized August, 1886. Capital, $100,000. Present officers—E. R. Walker, president; D. Rankin, cashier. Location of banking house, 127 La Salle Street.

State Bank of Illinois.—Incorporated 1891, as successor to the private banking house of Felsenthal, Gross & Miller; capital stock paid up, $500,000. Location—108 La Salle street. The business of the private bank had increased so that the firm felt it incumbent on them to join the clearing-house, and consequently increased their capital to the required amount, $500.000. The pronounced feeling among all classes against the stability and trustworthiness of private banks, indiscriminately, together with recent bad failures, led them to become a State bank in justice to themselves and the confidence reposed in them by their customers. The officers of the State Bank of Illinois are among the most substantial and reputable citizens of Chicago.

Union Trust Company.—Organized under the laws of the State of Illinois, April 20, 1870. Present officers—S. W. Rawson, president; E. F. Pulsifer, vice-president; G. M. Wilson, Cashier. J. H. Pearson and James Longley in addition to the above constitute the Directory. Capital and surplus, $900,-000. Location of banking house, northeast corner of Madison and Dearborn streets.

Western Trust and Savings Bank.—Organized under the name of Western Investment Bank, in 1884. Reorganized under its present name, January, 1890. Present officers—William Holgate, president; E. Jennings, vice-president; William P. Kimball, second vice-president. Capital, $100,-000. Location of banking house, Washington street and Fifth ave.

Resources of Chicago State Banks.—The last report of the State Auditor in reference to State banks, shows the following resumé of the Chicago State banks: The Bank of Illinois has total resources of $103,027. The Chemical Trust and Savings Bank has total resources of $715,897, and individual deposits subject to check of $287,455. The Chicago Trust and Savings Bank has total resources of $661,521. The Corn Exchange Bank has resources of $6,894,114; the Dime Savings Bank, $491,625; the Globe Savings Bank, no report; Home Savings Bank, $266,158; Illinois Trust and Savings Bank, $14,960,071; International Bank, $1,509,061; Northwestern Bond and Trust Company, $633,966; American Trust and Savings Bank, $3,522,988; Hibernian, $3,118,321; Merchants' Loan and Trust Company, $12,868,452; Northern Trust Company, $3,654,932; Union Trust Company, $3,682,455; Prairie State Savings and Trust Company, $1,810,359, and the Western Trust and Savings Bank, $198,993.

CEMETERIES.

There are many beautiful burying grounds within the present corporate limits of the city, and in the immediate suburbs. There are no old graveyards, or church-yards, such as may be seen in the cities and towns of Europe, or in the older cities of this continent, within the business district. The only remains of a cemetery to be seen in the old city is the tomb of the Couch family, which still holds its place in Lincoln Park, a great portion of which

covers the site of an old graveyard. [See Lincoln Park.] There are no church-yards in existence in any part of the West. The different cemeteries, together with the means of reaching them, are pointed out below.

Anshe Maariv Cemetery.—Located at North Clark st. and Belmont ave. Take Evanston Division of Chicago, Milwaukee & St. Paul railroad or North Clark st. cable line.

Austro-Hungarian Cemetery.—Located at Waldheim, 10 miles from the City Hall. Take train at Grand Central depot, via Chicago and Northern Pacific railroad. Train leaves at 12:01 p. m. daily, including Sundays, running direct to the new cemetery station, immediately adjoining Waldheim, Forest Home and the Jewish Cemeteries. [See Waldheim Cemetery.]

Beth Hamedrash Cemetery.—Located at Oakwoods, Sixty-seventh st. and Cottage Grove ave. Take Cottage Grove ave. cable line or Illinois Central train, foot of Randolph or Van Buren st. [See Oakwoods Cemetery.]

B'nai Abraham Cemetery.—Located one-half mile south of Waldheim, nine and one-half miles from the City Hall. Take train at Grand Central depot, via Chicago and Northern Pacific railroad. Trains leave at 12:01 daily, including Sundays. [See Waldheim Cemetery.]

B'nai Shilom Cemetery.—Located on North Clark st. and Graceland ave. Take North Clark st. cable line, or Evanston Division of Chicago, Milwaukee & St. Paul railroad.

Calvary Cemetery.—Located south of and adjoining the village of South Evanston, ten miles from the City Hall. Take train at Wells St. depot, via Chicago & North-Western railway, or at Union depot, via Evanston Division of Chicago, Milwaukee & St. Paul railroad. This is the largest and oldest of the Roman Catholic cemeteries. It is situated beautifully, fronting Sheridan road and Lake Michigan. The cemetery is laid out with great taste. There are many costly and handsome tombs and monuments to be seen here. Among the latter is one erected to the memory of Colonel Mulligan, the hero of Lexington. The tombs of the leading Roman Catholic families of Chicago are located here. This burying ground was consecrated in 1861. The interments have exceeded 25,000. Trains leave on both lines for Calvary at brief intervals daily, including Sundays.

Cemetery of the Congregation of the North Side.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Trains leave at 12:01 daily, including Sundays.

Chebra Gemilath Chasadim Ubikar Cholim Cemetery.—Located on N. Clark st., south of Graceland Cemetery. Take train on Evanston Division of Chicago, Milwaukee & St. Paul railroad, or N. Clark street cable line. [See Graceland Cemetery.]

Chebra Kadisha Ubikar Cholim Cemetery.—Located on N. Clark st., south of Graceland Cemetery. Take train on Evanston Division of Chicago, Milwaukee & St. Paul railroad, or N. Clark street cable line. [See Graceland Cemetery.]

Concordia Cemetery.—Located about nine miles west of the City Hall on Madison st., beside the Desplaines river. [See Forest Home Cemetery.]

Forest Home Cemetery.—Located about nine miles west of the City Hall on Madison st., beside the Desplaines river. Concordia Cemetery adjoins

this burying ground. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Its eighty acres comprise a portion of the ground once constituting Haase's park, a noted resort of its day. This cemetery is beautifully situated and laid out with great taste. The interments in Forest Home Cemetery and Concordia Cemetery combined have numbered about 15,000.

Free Sons of Israel Cemetery.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. [See Waldheim Cemetery.]

German Lutheran Cemetery.—Located on N. Clark st., se. cor. of Graceland ave. Take N. Clark street cable line. This cemetery belongs to the St. Paul and Emanuel Luthern Churches.

Graceland Cemetery.—Located on North Clark street, five miles from the City Hall. Take train at Union depot, via Evanston Division Chicago, Milwaukee & St. Paul railroad for Buena Park, the beautiful station of which suburb faces the main entrance of the cemetery, or take the North Clark street cable line. Better still, the visitor will enjoy a magnificent carriage ride by way of the North Side Water Works, Lake Shore Drive, Lincoln Park, through Lake View and some of the most charming of the Northern suburbs, to this cemetery. The Graceland Cemetery Company was organized under a special charter in 1861. William B. Ogden, Edwin H. Sheldon, Thomas B. Bryan, Sidney Sawyer, and George A. Healy being the first incorporators. The charter confers ample powers for the maintenance and preservation of the cemetery. All burial lots are declared exempt from taxation, and from execution and attachment; no street or thoroughfare can be laid out through the cemetery; nor can any part of the grounds be condemned for right of way by any other corporation for any purpose whatever. Under the charter ten per cent. of the gross proceeds of all sales of burial lots are set apart as a sinking fund for the perpetual maintenance of the cemetery grounds. This fund is held and managed by trustees elected by the lot holders, and is under their sole control. These trustees are also authorized to take any grant or bequest in trust, and to apply the same in such manner as the donor or testator may prescribe, for the care or embellishment of any particular lots. Save for the building of a receiving vault, nothing has been taken from the general sinking fund during thirty years; and this fund at the past rate of increase will, within a few years, reach $250,000; which sum the trustees propose to retain as a permanent capital, whereof the income shall be devoted to the purposes of their trust. The trustees of this fund will be recognized as among Chicago's most prominent and honored citizens, viz.: William Blair, J. W. McGenniss, Daniel Thompson, E. W. Blatchford, George C. Walker, Hiram Wheeler, Edwin H. Sheldon, Jerome Beecher, A. J. Averill, John De Koven, Henry W. King; Hiram Wheeler, president: Edwin H. Sheldon, vice-president; Jerome Beecher, treasurer; George C. Walker, secretary. The site of Graceland is admirably adapted for a burial ground. It extends for a mile along an elevated and handsome ridge, whose natural beauty has been enhanced by every appliance of taste and art. The superintendent, O. C. Simonds, is an accomplished landscape gardener and civil engineer, and under his direction Graceland will bear comparison with any cemetery in the United States. Stone coping, hedges and side-paths are dispensed with. The entire planting is done under the direction of the superintendent, and each section resembles a beautiful lawn covered with

green turf and dotted with shrubs and graceful trees. In this City of the Dead the voices of Nature breathe comfort into the hearts of the sorrowful, and whisper of hope and consolation. The cemetery has become a garden whose beauty renders less sombre the solemn associations of the tomb. If the mourner sees in the flowers which are laid upon the new-made grave an emblem of the cherished form which is buried from his sight, he also sees in the blossoms which bloom around him the emblem of its resurrection.

Hebrew Benevolent Society Cemetery.—Located South of Graceland Cemetery and may be reached in a similar manner.

Moses Montefiore Cemetery.—Located at Waldheim, ten miles from the City Hall. [See Waldheim Cemetery.]

Mount Greenwood Cemetery.—Located one-half mile west of Morgan Park, a suburb, fourteen miles south of the City Hall. Take trains at the Van Buren Street depot, via Chicago, Rock Island & Pacific railway.

Mount Hope Cemetery.—Projected; to be located at Washington Heights, south of the city.

Mount Olive Cemetery.—Located at Dunning, nine miles west of the City Hall. Take train at Union depot, via Chicago, Milwaukee & St. Paul railroad. This is a beautiful cemetery and is the burying-place of Scandinavian families. The secretary and treasurer is Mr. Paul O. Stensland.

Mount Olivet Cemetery.—Located one-half mile west of the suburb of Morgan Park. Take train at Dearborn station, via Chicago & Grand Trunk railway.

Oakwoods Cemetery.—Located on Sixty-seventh street and Cottage Grove avenue. Take Illinois Central railroad, foot of Randolph or Van Buren street, or Cottage Grove avenue cable line. This cemetery was laid out in 1864. It includes 200 acres of ground beautifully laid out on the "lawn plan." A charming drive to the cemetery is via Michigan and Grand boulevards and Washington Park. This, Rosehill and Graceland are the three prominent native Protestant burying grounds of the city.

Ohavey Emunah Cemetery.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Trains leave at 12:01 P. M. daily, including Sundays. [See Waldheim Cemetery.]

Ohavey Scholom Cemetery.—Located at Oakwoods, Sixty-seventh street and Cottage Grove avenue. Take Cottage Grove Avenue cable line or Illinois Central train, foot of Randolph or Van Buren street. [See Oakwoods Cemetery.]

Rosehill Cemetery.—Located seven miles northeast of the City Hall. Take train at Wells Street depot, via Milwaukee Division of Chicago & North-Western railroad. The Rosehill Cemetery Company was chartered February 11, 1859. This burying ground covers at present about 500 acres, but extensions can be made. Two hundred additional acres have already been platted and improved. It is the most beautiful cemetery in the vicinity of Chicago and contains many handsome and costly tombs and monuments, the most prominent of the latter being the soldiers' monument at the head of the main avenue. Large numbers of those who were once the leading men of the city are interred here, and the inscriptions on the tombs are interesting to the students of Chicago history. The green-houses and conservatories of Rosehill are very handsome and extensive. The ground slopes down to the rail-

road track and forms a beautiful landscape. It is thickly wooded with fine trees, and a large lake adds greatly to its beauty. This cemetery may be reached easily by carriages, via Lake Shore drive, Lincoln Park, Graceland and some of the most cheering of the northern suburbs. Among the things which will at once strike the visitor with admiration is the handsome entrance arch.

Sinai Congregational Cemetery.—Located at Rosehill. [See Rosehill Cemetery.]

St. Boniface Cemetery.—Located on N. Clark st., cor. of Lawrence ave. Take North Clark street cable line. This is the German Roman Catholic Cemetery.

Waldheim Cemetery.—Located ten miles west of the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Funeral train leaves at 12:01 P. M. daily, including Sundays, running direct to the new cemetery station, immediately adjoining Waldheim, Forest Home and the Jewish cemeteries. Here are interred the anarchists executed for connection with the Haymarket bomb-throwing. [See Haymarket Massacre.] A number of burying-grounds are located in this vicinity.

Zion Congregation Cemetery.—Located at Rosehill. [See Rosehill Cemetery.]

CHARITIES.

Charity aboundeth in Chicago. It is estimated that the amount voluntarily subscribed annually for charity, and in support of charitable institutions in Chicago, exceeds $3,000,000. Hospitals, which are supported either by public or private charity, are not included under this heading. Neither are reformatory institutions. The following are the leading charitable works and institutions of the city.

American Educational and Aid Association.—V. B. Van Arsdale, superintendent, explains the character and scope of the organization as follows: "We have 1,000 local advisory boards composed of representative citizens in as many towns and communities, whom we have made known to their counties and committees through the local notices by the press, and through notices read from the pulpits, as well as by our printed matter. A homeless and needful child, as soon as it is known, is reported to some of this local board, which reports the same to me as general superintendent. In the city of Chicago we have local boards in the various churches, as the result of resolutions passed in their ministerial associations. Besides these local advisory boards we have the co-operation of the members and friends of our association and the various institutions where homeless children are sent. We send these children who come to our care to the temporary Homes at Englewood and Aurora. Our work is sustained by voluntary contributions. The total expense of every kind for the rescue of these children and placing them in families, where a large per cent. of them become worthy citizens, is less than $50 per child."

The American Educational Aid Association has become familiarly known as the Children's Home Society of Chicago, and the following lines have been adopted as its popular symbol and motto:

Give thy mite, give golden treasure,
Freely as to child thine own;
Give thy heart in loving measure:
Help a child to find a home.

The following names appear in the list of patronesses : Mrs. John Woodbridge, Mrs. P. E. Studebaker, Mrs. H. N. May, Mrs. N. R. Chittenden, Mrs. Francis Lackner, Mrs. Benton J. Hall, Mrs. William Dunn, Mrs. J. D. Gillett, Rev. Florence E. Kollock, Mrs. Richard J. Oglesby, Mrs. John M. Palmer, Mrs. E. F. Lawrence, Mrs. A. P. Miller, Mrs. G. W. Mathews, Mrs. A. C. Mather, Mrs. Solomon Thatcher, Jr.; Mrs. Myra Bradwell.

Among the officers, active and honorary, are : L. J. Gage, H. W. Walker, William Deering, E. F. Ayer, W. F. Leland, J. Woodbridge, B. Bryan, E. F. Lawsener, E. B. Butler, E. G. Keith, Rev. J. W. Conley, Solomon Thatcher, Jr.; T. B. Blackstone, C. M. Henderson, E. C. Moderwell, Rev. N. H. Axtel, L. L. Bond.

This society has placed 1,700 children in good homes during the last eight years. One child, on an average, is now placed every day. Location of office, 230 LaSalle st.

Armour Mission.—Located at Butterfield and Thirty-third streets, take State street cable line. Directors—Philip D. Armour, J. O. Armour, William J. Campbell, John C. Black, P. D. Armour, Jr.; Edwin Barritt Smith ; Rev. Howard Russell pastor ; established in November, 1886. This magnificent charity owes its origin to a provision in the will of the late Joseph F. Armour, bequeathing $100,000 for the founding of such an institution. He directed that the carrying out of his benevolent design should be chiefly intrusted to his brother, Mr. Philip D. Armour, who, accepting the trust so imposed, has given to it the same energetic and critical attention that he has given to his private affairs. He has greatly enlarged upon the original design and in consequence has added enough from his own resources to his brother's bequest of $100,000 to make the present investment about $1,000,000. Armour Mission is incorporated under the laws of Illinois. In addition to the Mission building proper, the Armour Mission corporation owns the Armour Mission Flats, consisting of 194 separate flats. The entire revenue derived from the rental of these flats is used for the maintenance of the Mission and its departments. The corporation also owns adjoining ground upon which Mr. Armour has recently erected a manual training school, not yet ready for occupancy. The Mission is a broad and wholly non sectarian institution. It is free and open to all, to the full extent of its capacity, without any condition as to race, creed or otherwise. Mr. Armour believes that children develop into manhood and womanhood according to their early training and surroundings, and that much can be done for the advancement of mankind by lending a helping hand to children and youth. His deep interest in the welfare of the young has found expression in the Mission and no money he has ever expended has yielded him more genuine satisfaction and pleasure than the large sum he has here invested and set apart to be forever used for the moral, intellectual and physical advancement of the young. The Mission building proper is located at the corner of Armour avenue and Thirty-third street and is constructed in the most solid and substantial manner, the material used being pressed brick and brown stone. The woodwork throughout is of polished oak and the furnishings are complete and in entire harmony with the solid character of the building. The first floor consists of a large room fitted up to receive the Creche or day nursery, the kitchen, day room, kindergarten room, reading room, vault, closets, bath rooms, coal and furnace cellar, and the four dispensary rooms. The second floor consists of the main audience room, eight class rooms, adjoining pastor's study, officers' room, library, spacious halls, and two large side rooms to be used for Sunday-school purposes or for small meetings. The

Vanderpool & Co. Chi.

third floor contains a very large and handsomely-fitted-up lecture room. The main audience room will accommodate about 1,300 persons. The building when taxed to its full capacity will accommodate a Sunday-school of about 2,500 persons. The audience room is provided with a large pipe-organ. With its colored glass windows, its tasteful frescoing and symmetrical form, it is one of the most beautiful rooms of its class. The seats bring the audience near to the speaker and the acoustic properties are of the best. One of the best features of this room is the arrangement by which it can be made into a small or large room, as may be required. The kindergarten and the free medical dispensary departments are worthy of the special attention of the visitor. The kindergarten will accommodate about 170 little pupils comfortably and is open to children under the age of seven years. Upon the completion of the training school the kindergarten will be removed to that building. It has the care of 200 pupils. Visitors are greatly pleased with its work and with the bright faces and cleanly appearance of the little ones. The free dispensary of the mission is in charge of Dr. Swartz, a skillful physician and surgeon, who is provided with all necessary assistants. Treatment and advice are given and prescriptions filled without charge; but it is intended that none shall receive either unless unable to pay for them. An average of about forty patients a day are treated at the dispensary and a much larger number provided with drugs and medicines entirely free of charge. The Sunday-school has always been of special interest to the many who visit the mission. The school numbers about 2,000 enrolled members. The average attendance for last year was about 1,400. In 1889 the average was 1,252. There are now thirty officers and 113 teachers. The Armour Mission flats (194 in number) are located at the intersection of Thirty-third, Thirty-fourth and Dearborn streets and Armour avenue, occupying both sides of Armour avenue and the west side of Dearborn street, entirely between Thirty-third and Thirty-fourth streets and the north side of Thirty-fourth and a portion of the south side of Thirty-third, between Dearborn street and Armour avenue. It is a most desirable location, being convenient to down-town and cross-town street-car lines and to regular railroad suburban passenger service. The buildings are models of modern architectural skill, both in exterior appearance and in interior arrangement and finish. The flats rent from $17.50 to $35 per month each, which includes water rent, day janitor service, night watchman service, hall lights and the care of halls and grounds.

Following are the usual weekly "announcements:" SUNDAY—Preaching at 11 A. M. and 8 P. M. Sunday-school at 3 P. M. Young People's meeting at 7 P. M. MONDAY—Temperance meeting at 8 P. M. on the first Monday of each month. WEDNESDAY—Children's Choral Class from 4 to 4:30 P. M. FRIDAY—Service for Praise and Bible Study, at 8 P. M. SATURDAY—Industrial School: Boys, 10 to 12 A. M.; Girls, 2 to 4 P. M. NOTES.—The Kindergarten is open from 9 A. M. to 12 M. on every week-day except Saturday. One hundred boys and girls from four to seven years of age are accommodated. The Dispensary is open daily, except Sunday, from 9 A. M. to 11 A. M. It is free to all who are unable to pay for medicines or medical attendance, or both. *The Visitor* is published monthly, for gratuitous distribution in the Sunday-school.

Bethany Home.—Located at 1029 W. Monroe street, West Side. Take Madison street cable line. For the care of children of working-women and old persons. [The Bethany Home has fallen into disrepute of late. A change in management may restore it to public confidence, however.]

Bureau of Justice.—Organized in 1888. Office, 149 La Salle st. Objects: To assist in securing legal protection against injustice for those who are unlable to protect themselves; to take cognizance of the workings of existing aws and methods of procedure, and to suggest improvements; to propose new and better laws, and to make efforts toward securing their enactment. The bureau is supported by many of the leading citizens of Chicago, employs the best legal talent, and has done much toward correcting abuses in the administration of the law. During the initial year the bureau undertook to see to the administration of justice in 1,100 cases of misfortune; during 1889-90 the number of similar cases were 2,500. During 1888-9 $2,500 were collected in wage claims; during 1889-90 the bureau collected four times as much, or $10,000. During 1888-89 the bureau had 125 cases in court; during 1890 it had 325 court cases, 300 of which it won. These comparative figures show, generally, how rapidly the bureau's field of usefulness is broadening; and specifically, (1) how efficient it is as an agency for the recovery of small wage claims withheld on hollow pretenses of varying degrees of knavishness, and (2) the exceptionally high average of merit which characterizes its court cases. For the ordinary lawyer's court docket usually shows as many cases lost as won whereas the Bureau's court docket shows, for each case lost, thirteen cases won!

Chicago Children's Hospital.—To be located at 214 Humboldt boulevard. This institution is designed as a mission to the poor and destitute, and a charitable asylum for infirm or crippled children. It depends upon voluntary subscription. Benjamin K. Chase, treasurer board of trustees, 70 State street.

Chicago Daily News Fresh Air Fund.—One of the most beautiful and most popular charities of this city is that carried on every summer under the auspices of the Chicago Daily News Fund. A summary of the work done in 1889 will suffice as a fair example of the administration of its affairs during the years of its existence. There was contributed during the season of that year by the public and founders of the charity an aggregate of $4,022.38. Of this amount the sum of $1,543.36 was expended at the South Side Sanitarium in the care of 8,290 infants, children and adults during the months of July and August. The per diem expense defrayed from these contributions was 18.6 cents for each individual. On account of the Country Week there was expended from the same contributions a total of $1,603.21, for which sum an aggregate of 123,360 miles of railroad transportation was furnished and all other expenses of a fortnight in the country for 1,003 children and mothers were defrayed. The average length of the round trip for each individual was 123 miles, the average duration of visit was a fraction over fourteen days, and the average cost was a fraction less than $1.60 for each Country-Week guest. As theretofore, the expenses of executive management, printing, stationery, postage and sundries—the total amounting to $1,631.22—were defrayed by the Chicago *Daily News*, thus leaving the gross receipts by subscription or contribution to go direct for the actual expenses of the beneficiaries. The most important feature of the Fresh Air Fund of 1889 was the establishment of a permanent sanitarium for infants and children in Lincoln Park. [Take North Clark street cable line to central entrance of Lincoln Park, and walk eastwardly to the lake.] The building is of the most substantial character, but without any attempt at elaboration or ornament. Its architectural effect is secured by simplicity and the manifest adaptation of every

feature to its intended use. The whole structure is directly over the water, being erected on a great platform, ninety feet wide, projecting into the lake over two hundred feet, and supported by substantial piles. The broad roof with overhanging eaves covers a floor space of nearly eighteen thousand feet, over which swing hundreds of infants' hammocks. The wide verandas and the open-air court at the lake extremity furnish accommodations for the mothers and older children. At the shore end are grouped the necessary offices. On the right of the entrance is a commodious reception room, from which the guests pass to the doctor's office for examination and for medical attention when required. Thence the guests are registered in the office and the matron gives them in charge of trained nurses who assign them suitable quarters, provide hammocks, chairs, etc. The matron's room communicating both with the office and the physician's room, is a large dormitory for the care of critical cases, which it may be necessary to keep over night. On the opposite side of the entrance is the kitchen, with pantries and storerooms, and beyond is a range of bath-rooms, closets, etc. The west front of the sanitarium is connected with the park by a broad bridge, with a gentle ascent for baby carriages. Being in close proximity to the zoological department and other features of interest in the park, the older children who, in many cases, must be brought with the baby, will find enjoyment and pastime without encroaching upon the sanitarium proper. Immediately south of the sanitarium—with which it is connected about midway by a bridge—is a 400 foot pier at which boats may land with guests from the central part of the city. The total cost of the building and equipment of the sanitarium amounted to $12,375.79. In addition to the $1,000 contributed by the *Daily News* to the building fund there was a balance at the close of the season of $1,326.54 in the hands of the treasurer of the Fresh Air Fund, making a total of $2,326.54 to be applied on the building account. The deficit of $10,049.25 was advanced as a temporary loan by the *Daily News*.

The South side sanitarium is established temporarily every summer, for the present, at the foot of Twenty-second st. A large pavilion tent, 54x84 feet, is erected here, under which hammocks for babies are swung. A kindergarten is also established here for the older children which the mother must bring with her.

One of the most far-reaching, as it is also one of the simplest, forms of this summer charity is that which has come to be known as "The Country Week"—the securing of country homes for a fortnight or so for the city poor—especially children. During the last season ninety-two parties, aggregating 1,003 persons, were sent to various points in Illinois, Indiana, Wisconsin and Michigan, at a total cost of $1,603.21; being an average expense to the fund of $1.59 8-10 for each guest for a two weeks' visit. The cost of railroad travel was greatly reduced by special rates made through the generosity of the companies, which, without exception, did all that was in their power to further the success of the country week excursions.

Several of the little country weekers were permanently adopted by the families who entertained them, and thus the Fresh Air Fund found a new avenue of usefulness in securing for some of its beneficiaries happy, healthful homes. Summer visitors to Chicago will be interested in witnessing the workings of the North and South Side sanitariums. The latter may be reached speedily by the Illinois Central suburban trains, taken at the foot of Randolph or Van Buren sts. A ride of a few minutes will carry the visitor to the foot of Twenty-second st. Contributions to the Fresh Air Fund are received at the office of *The Chicago Daily News*, 123 Fifth ave.

Chicago Free Kindergarten Association.—This association is doing a magnificent work in Chicago. Officers for 1891—President, Mrs. A. P. Kelly; first vice-president, Mrs. P. D. Armour; treasurer, H. M. Sherwood; secretary, the Hon. T. C. MacMillan; corresponding secretary, Mrs. L. A. Hagans; superintendent, Miss Eva B. Whitmore. At the last annual meeting, held in January of this year, the Board of Directors made the following report: We find from the superintendent's report that the work has been more prosperous than in former years. Seventeen kindergartens have been under our supervision, with an average membership for the year of 1,058; average attendance, 956; highest average attendance for one month, 1,349; highest average membership, 1,299. Two thousand three hundred and twenty-seven different children have been enrolled since January, 1890. The cost of material was $1,356.52. This includes outfits for two new kindergartens established during the year, and averages about 59 cents worth of material for each child in the kindergartens. Counting teachers' salaries, fuel, and all other expenses, it is found that it costs a trifle over $5 per year for each child. Sixty-nine certificates and diplomas have been given to young ladies during the year. Of this number eleven are still in training, two have married, six are at home resting this year, and the remaining number are in active work either in the city or in other States. At present there are seventy-five ladies in training. This number added to seventeen principals, five assistants, and four regular instructors makes a working force of 101. There have been 3,146 visits to homes of the children by the teachers in the kindergartens. These, with the mothers' meetings held once each month in connection with the different kindergartens, have been of inestimable value in bringing about a closer sympathy between mother and teacher and the most effectual good to the children. There have been 4,059 visitors to the kindergartens. This, with the increased number in the training class, is yet another evidence of the growing interest in the kindergarten work. The little paper, the *Free Kindergarten*, issued by the association, has a larger circulation this year, indicative of a desire by many to investigate more thoroughly the methods of this association. The paper is issued quarterly, and contains plans and reports. The association has lost by death several of its prominent original members; among the number are Mr. L. Hagans, Mr. Caleb Gates, and Mr. F. Haskel. The training class has four regular instructors, Mrs. Mary Boomer Page, theory; Miss Eva B. Whitmore, occupations; Miss Margaret D. Morley, physical culture, and Miss Mary Hofer, vocal music. Besides these the classes have special lectures from other specialists. Miss Josephine Locke has given to the classes lectures on form, color, and clay modeling. Other lecturers of the year have been Dr. I. N. Danforth, Dr. McPherson, Miss Frances Willard, Mrs. Kissell, and Dr. Everett Burr. The special feature of this association is growing in favor as its work is more thoroughly investigated. There have been many of its Bible cards sent home and treasured by all members of the family. Texts are chosen that children can comprehend and are not given until the thought is worked out through other materials.

Chicago Nursery and Half Orphan Asylum.—Located at 175 Burling street, and 855 N. Halsted street. One of the most useful and most worthy of the charities of Chicago. Officers of the Board of Mangers—President, Mrs. W. C. Goudy; secretary, Mrs. F. H. Beckwith; assistant secretary, Mrs. C. Bentley; treasurer, Miss Hurlbut; matron, Miss E. M. Fuller. At the last annual meeting the treasurer's report showed the total receipts for the year to be $18,039.37; expenses and investments, $17,560.67; balance on hand, $478.70.

THE JOHN M. SMYTH BLOCK, WEST MADISON STREET

Chicago Orphan Asylum.—Located at 2228 Michigan avenue. Take Cottage Grove avenue cable line. Under Protestant management, but children of all denominations are admitted. Officers—President, Norman Williams; vice-president, John M. Clark; secretary, Frederick B. Tuttle; treasurer, Chas. F. Gray. Officers of the Board of Directresses—President, Mrs. N. T. Gassette; vice-president, Mrs. B. B. Botford; corresponding secretary, Miss S. M. Horton; recording secretary, Mrs. H. W. Getz; treasurer, Mrs. J. D. Dezendorf; collector, Mrs. N. R. Smith; matron, Mrs. Harriet C. Bigelow.

Chicago Policlinic.—Located at 174 and 176 E. Chicago avenue. Take Clark street or Wells street cable cars. This is one of the most meritorious institutions of the city. All sorts of diseases are treated free of charge to sufferers. From an enterprise for gratuitous treatment of the poor the physicians interested have developed it into a college, where active practitioners may take a sort of post-graduate course in surgery and medicine. The lecture and other rooms have been enlarged and there is now room for 200. The members of the faculty not only contribute their services in the interests of human kind, but go deep into their pockets to pay for medicines and the appliances necessary for the treatment of the patients. The clinics, which continue the year round, are well patronized, the daily number of people treated being about 150. One of the recent additions to the enterprise is a department of orthopœdics, conducted by Dr. Charles F. Stillman. Already the most valuable results have been obtained in removing and correcting deformities of children, and also in some cases of adults. "In the treatment of deformities," remarked Dr. Brown of the faculty, "we supply the necessary apparatus to correct the difficulties, and these are most expensive. We need a special room equipped with appliances for exercising the muscles weakened by disuse in these cases, and hope shortly to have our arrangements perfect. We have recently enlarged the hospital room for general cases." About twenty Chicago physicians are connected with the institution, among them being the following: Drs. Miller, Belfield, Harris, Chew, M. R. Brown, Henrotin, Etheridge, Hooper, Colburn, Fiske, Hoadley, MacArthur, Senn, Fenger, Futterer, Montgomery, Patton, Hotz, Ingals, Church, Stillman, Hayes.

Chicago Relief and Aid Society.—Organized by special act of the legislature in 1857. Located in Chicago, Relief and Aid Society building, LaSalle street, between Randolph and Lake streets. This society received a large portion of the surplus funds contributed by the world for the relief of the people of Chicago, after the great fire of 1871. The society has from time to time been severely criticised for the coldness of its management, and the gingerly manner in which it extends its charities. In the last annual report it advises strongly against the giving of private alms. The society owns 200 beds in private hospitals. It claims that it has sometimes found a family asking relief when there are children old enough to contribute to their own and their parents' support, but who are kept at school. The society refuses aid in such cases, placing self-support and filial duty before education. "In the midst of abject poverty," so the reports reads, "there is often surprising wastefulness. There is great need of education in respect to the ways and means of economy." During 1890 the following number of articles are said to have been issued: Men's wear, 749; children's wear, 1,459; shoes, 1,577 pairs; blankets, 104; comforts, 37; red flannel, 1,520 yards; canton flannel, 2,890 yards; unbleached muslin, 2,165; calico, 2,160; worsted goods, 183.

In the list of nationalities of those who received relief the Germans are at the head with 510 families, including 2,470 children, and the Scotch are the smallest with 60 families. The total is 2,350 families and 10,940 children. In the class of cases relieved there were 2,209 of aged, sick, or infirm widows with families, 400 able-bodied men with families, and 895 deserted women with families. The total number of applications was 13,565, of which 6,015 were approved; women sent to the Home for the Friendless, 145; children, 300; meal tickets issued, 2,746; men furnished with employment, outside of wood-yard, 10,536; expended by Superintendent Truesdell, $39,239; balance on hand, $13,482. The cash donations, amounting to $31,583, were divided into 4 $1,000 subscriptions, sixteen of $500 each, three of $300, thirty of $250 each, eight of $200 each, and a large number of sums ranging from $150 to $1. The officers are—President, C. H. S. Mixer; H. W. King, treasurer; secretary, W. H. Hubbard; general superintendent, Rev. C. G. Truesdell; directors meet first Saturdays of every month. The society has branch offices as follows: Southern office, 2207 Michigan ave. Telephone 8531. Northern office, 624 N. Clark, telephone 3415; Western office, Monroe, cor. Ogden ave., telephone 4721.

Church Home for Aged Persons.—Located at 4327 Ellis ave. Take Cottage Grove avenue cable lines. Reports made at the annual meeting of the lady managers show the disbursements of last year and no debt for the coming year. The board is composed of Mrs. Dr. Warden, Mrs. George W. Mathers, Miss Sayer, Miss Josephine I. Wells and Mrs. George S. McReynolds.

Convalescents' Home.—Organized 1891 and as yet in its incipiency. The directors hope to begin in a small way with a home for invalids in the city in the winter time and a country place during the summer. Officers: President, Dr. Walter Delafield; vice-president, General Joseph Stockton; secretary, Charles M. Flack; treasurer, Julius Rosenthal.

Danish Lutheran Orphans' Home.—Located at Maplewood, a suburb of Chicago. Take train at Wells street depot, Wells and Kinzie streets. Under direction of the Danish Lutheran Church Society of Chicago; superintendent, Rev. Andrew S. Nielsen.

Erring Woman's Refuge.—Located on the west side of Indiana avenue, between Fiftieth and Fifty-first streets. Mrs. John Ailing, president; Mrs. H. Y. Lazeau, vice-president; Mrs. Charles G. Smith, recording secretary; Mrs. H. W. B. Hoyt, corresponding secretary; Mrs. E. O. F. Roler, treasurer; Mrs. Helen M. Woods, superintendent; Miss Bessie Stone, assistant superintendent. Teachers—Miss Jennie Crawford and Miss Barber. Trustees—James H. Swan, Charles M. Charnley, Addison Ballard, H. H. Kohlsaat, Henry S. Stebbins and G. C. Benton. Take Indiana avenue car on Wabash avenue cable line. This institution was founded in 1865. The present building was dedicated and thrown open in the fall of 1890. It cost $60,000 and will accommodate 100 women. The plan of the new building may be described generally as octagonal, thirty-eight feet in diameter, with four wings 34x48 feet in size. The inner corners of these wings are cut off so as to form small square courts, with alternate sides of the octagon. The main entrance, facing Indiana avenue, is in one of these courts, and the angle of the wings in front of it contains a porch. Across the corresponding angle in the rear, and communicating with the two rear wings, is the kitchen building. The building has three stories and basement, and the rotunda towers, above the wings, constitute another story. The material used is half-dressed lime-

stone for the basement and Roman red brick for the superstructure. The architecture is very plain. In the basement are the store-rooms, trunk-room, engine-room, boiler-room, coal-room, ice-room, vegetable-room, laundry and the drying-room, and in the rotunda the gymnasium. On the first floor, the rotunda, into which the entrance opens, contains the main staircase, which rises at either side of an ornamental mantel and fire-place fixed in the smoke-stack. In the northeast wing are the sewing-rooms, fitting-room and material-room. In the southeast wing are the office, parlor, committee-room and a beautiful chapel. In the northwest wing are the nursery, wash-room and a few dormitories. In the southwest wing are the dining-room and china closet, and connecting with them the kitchen and pantry. On the second floor of the rotunda is the library, and in the wings the dormitories, bath-rooms, servants' quarters and the hospital. The third floor is devoted entirely to dormitories and bath-rooms. In the fourth story of the rotunda are more dormitories and two lock-ups, lined with corrugated iron, for the most violent inmates. The capacity of the building is about 100 inmates. The cost of the ground was $11,000.

The Erring Woman's Refuge is one of the best managed charities in the city. The inmates are generally between the ages of 14 and 20. As a rule they are plain, uneducated and ignorant girls. They drift into the Refuge in various ways, but mostly from the justice courts, though there is no law authorizing justices of the peace to commit them there, nor the Refuge itself to receive and restrain them. Whenever they choose they get released on a writ of habeas corpus. The aim of the management is to restore the health of the inmates, teach them housework, plain sewing and dressmaking, and to awaken their moral and religious nature. They all attend school during four days in the week. On Sundays there is school in the morning, a sermon by some minister in the afternoon, and in the evening a prayer meeting conducted by one of the inmates, whom the others have selected for that purpose. There is also a prayer meeting on Thursday evening, a temperance band of hope, and on the last Saturday evening in every month a public entertainment by the inmates, consisting of recitations and music. At all these occasions the public is welcome. A sight not easily forgotten is a peep into the matron's photograph album, containing the likenesses of the girls who have graduated from the institution. To hear her give the history of one after another of them is a sad but interesting experience. Visitors are admitted between 10 A. M. and 4 P. M. daily.

Foundlings' Home.—Located at 114 Wood st., near West Madison st., West Side. Dr. George E. Shipman, Supt. Visiting day, Tuesday, from 11 A. M. to 4 P.M. Take Madison st. cable line. First opened for the reception of foundlings January, 1870, by Dr. Shipman. It was originally intended only as a haven of refuge for such little castaways as were abandoned in its immediate neighborhood, and not as a city charity. But, through a misunderstanding upon this score, the city papers spoke of it as such, and the doctor found the superintendency of a public charity forced upon him. He had realized for a number of years the great need of such an institution before he opened his little home, but could find no one who thought it incumbent upon himself personally to undertake it, while all admitted the crying need. Dr. Shipman from that moment until the present has never been free from its responsibilities. In speaking of the time of its foundation he says that the coroner reported to him, upon being questioned, that he held an inquest on at least one child every day "found dead from exposure." This

would make a yearly aggregate of 365, to say nothing of the great numbers dead by the fearful crime of infanticide. The first home was a small, two-story frame house at 54 South Green street, for which $35 per month was to be paid, with option on a year from the following May. From one friend and another, who learned of the doctor's intentions, he received $77.38, and a patient of his said he would give $100 more when it was opened. This was the sum total of visible capital wherewith to support all the foundlings in Chicago. It is interesting to read of this meager home and its still more meager furnishings and compare them with the almost luxurious equipments of the present home. Although the entire house was made habitable very soon, its capacity was reached before the lapse of many weeks, and still the basket at the door had every morning its tiny occupant. More room must be gained or the basket taken in. This was not to be thought of, and search was at once begun for a larger house, although the home had no money. This resulted in the selection of two large brick houses on the southeast corner of Randolph and Sangamon streets. Two formidable dragons stood between the little charity and these. The rent was $133 per month ($35 was more than they could pay promptly). They were in a wretched condition, and the landlord would do nothing. There was no way to surmount these obstacles except to boldly face them. These buildings were selected on March 21, and when the doctor returned home in the evening, wondering what should be done and praying, in the old way, for aid and guidance, he found the following letter awaiting him:

"DR. SHIPMAN: My newspaper, just read, gives me an account of your foundlings, and says you are relying on the Lord, who has just told me to send you the enclosed (a check for $100). Trust in God and keep the foundlings warm. J. W."

This letter was taken as an indication that a more forward move was demanded, and the dragons slunk away. The 27th of March found the little colony moving in at the forbidden doorways. The first month's rent was paid with J. W.'s $100 and the balance from the doctor's purse. Now the terrible struggles of the home began. These can not better be explained than by his diary, kept during these bitter days:

"Thursday, March 30.—Only $3 received this week. The Lord seems to rebuke us for something. May he in mercy show us what it is. Much money is needed, but none comes. Has the Lord forgotten to be gracious? 'Fear not; I am with thee,' he says. May we not trust implicitly in him?

"Friday, March 31.—No money has come in to-day, but considerable has gone out, which I have been obliged to furnish out of my own pocket. * * *

"Monday, April 3.—No relief yet and daily demands upon my slender purse, which is quite unable to meet even those made upon it by my own necessities.

"Friday, April 7.—But $7.31 has been received, and I have spent very nearly the last dollar of my own money." * * *

A gleam of sunshine came on the following Monday when several brother physicians called upon him in the evening and left a purse containing $45. The home worried on through the summer, and then in October came the great fire. It escaped its terrors, but was $1,500 in debt. The Relief and Aid Society voted a monthly stipend to every city charity excepting the Foundlings' Home, the objection being that it was managed by an individual instead of by a "board," as were the others. This policy was not long persisted in, however, for they soon decided to appropriate $150 per month for six months to the foundlings. In May, 1872, it was intimated to Dr. Shipman that the Relief and Aid Society wished to give $10,000 toward the erection of a building for the Home, but that they objected to giving it to a private individual. The only objection he had ever had to its being incor-

porated was the possibility that the work might be interrupted as one of faith. This reasoning was soon set aside, and on May 28th the Foundlings' Home was incorporated under a general act of the legislature, with the following-named gentlemen as trustees: Thomas C. Dickenson, John Dillingham, the Rev. C. D. Helmer, William G. Hibbard, S. A. Kean, the Rev. A. E. Kittredge, J. L. Pickard, the Rev. H. N. Powers, and George E. Shipman, M. D.

In July, the lot on Wood street was purchased for $8,000, $3,000 being paid in cash and a mortgage given for $5,000. Work on the building was commenced in October. The Relief and Aid Society gave another $10,000, and then $2,500 more. Citizens gave $3,000, and May 9, 1874, the house was ready for occupancy. In 1884, some friends of the doctor's, who had watched his patient and self-sacrificing efforts to maintain the Home for years, raised among themselves the sum of $25,000 and erected a commodious addition to the Home building for his residence, so that with his wife and four of his eight children about him he lives in comfort and within sight and sound of every movement of his foundlings. There are at present 112 inmates, including the nurses. The foundlings range in age from the newly-born to twelve months. They are usually adopted or redeemed by their parents before reaching one year. The Home still depends solely upon voluntary contributions for support, but is now so well known and so widely appreciated that it does not suffer the old sorrows of destitution and misery. Visitors to the institution are welcome during the usual visiting hours daily, and there is scarcely a more interesting institution in the city.

German Old People's Home.—Located at Harlem—Altenheim P. O.—ten miles west of the City Hall. Take train at Grand Central depot, Fifth avenue and Harrison street. This Home was established through the efforts and generosity of the German residents of Chicago, and is the largest and best conducted institution of its kind in the country. The Home buildings are complete, the surroundings beautiful, and nothing is spared to make the lives of the old people committed to its care as happy as possible. One of the prime movers in this noble charity was Mr. A. C. Hesing, its president. The treasurer is Mr. John Buehler; secretary, Arthur Erbe; financial secretary, C. Mechelke.

Good Samaritan Society.—Industrial Home, 151 Lincoln avenue, North side; take Lincoln avenue car. This institution is incorporated by special charter. The object of this Society is to provide a place for destitute women and girls, believed to be worthy, where they can earn an honest and respectable living. For this purpose a home is provided, where, when necessary, they can be cared for temporarily, and as soon as a suitable place can be found they are sent to it. No money is given them except to pay car fare or for some immediate necessity. The essence of the whole work is, to give a chance to those who wish to get on in the world. Supported by voluntary contribution.

Guardian Angel Orphan Asylum.—This is a German Roman Catholic institution and is located at Rosehill (Havelock P. O.). Take train at Wells street depot, Wells and Kinzie streets. The institution is conducted by the Poor Handmaids of Jesus Christ; Superior, Sister Mary Hyacinthe.

Hebrew Charity Association.—This association is accomplishing a remarkable and a noble work in Chicago. It is composed of the various Hebrew charitable organizations. [For particulars as to its general transactions, see "Michael Reese Hospital," under heading of "Hospitals and Dispensaries."]

The receipts of the last Hebrew charity ball given in Chicago under the auspices of the Hebrew Charity Association were $12,000. The report of the united Hebrew charities for 1889-1890 showed that during the year there were 494 applicants for work, or forty more than the year before. Of these 443 were provided with work, or fifty-seven more than during the preceding year. At the Michael Reese hospital 789 patients were treated, of whom 252 were Jewish Charity patients and 278 Gentile charity patients. Of those treated 344 were Jewish, 330 Protestant, and 115 Roman Catholic.

Holy Family Orphan Asylum.—Located at Holt and Division streets. This is a Catholic institution. Sister Mary Subowidzka, Superior.

Home for Incurables.—Located on Ellis ave. and Fifty-sixth st. Take Cottage Grove ave. cable line. F. D. Mitchell, superintendent; Miss Libbie S. Ainsworth, matron; Dr. William P. Goldsmith and Dr. John H. Wilson, attending physicians. The buildings, together with the surrounding grounds, are the gift of Mrs. Clarissa C. Peck. This kindly lady, when living, was active in all good works, and, dying, bequeathed the better half of her estate for the alleviation of a class for whom no adequate provision was made. In the main corridor of the great building is a magnificent brass memorial tablet, set like some rare jewel in fine marble. It bears the following inscription:

CHICAGO HOME FOR INCURABLES.
This Tablet is Erected in Grateful
Remembrance of
CLARISSA C. PECK,
Died Dec. 22, 1884,
By whose Generosity This Institution
Was Founded and Endowed.

But a monument more lasting than brass is the great home itself with its cheerful apartments given over to the comfort and consolation of the afflicted. Mrs. Peck's bequest amounted to something over $500,000, and in the will she named eight gentlemen whom she wished to act as trustees in founding the institution. These were Byron L. Smith, Edson Keith, Albert J. Averell, C. M. Henderson, George L. Otis, Henry J. Willey, Albert Keep, and Charles Gilman Smith. Albert Keep, formerly president of the North-Western railroad, is a near relative of the deceased. H. N. Higinbotham was made president of the institution. This gentleman had been manager of a similar institution at Lake View, and his omission from the list of trustees named by the testatrix was owing to her not having acquaintance with him. These trustees made purchase of a very suitable tract of land; they have 480 feet on Ellis ave. and 170 feet on Fifty-sixth st. For this they paid $22,000. No architectural display has been attempted in the buildings. They are commodious and substantial, and so arranged that not a dark or cheerless room can be found throughout. When completed the buildings cost $85,000. Mrs. Peck died in 1884, but, owing to litigation, the home was not completed till March, 1890. Through all these years interest had been accumulating, and after deducting the $107,000 expended upon grounds and buildings there still remained the equivalent of $600,000 in productive real estate and bonds. The interest upon this is more than sufficient to meet all running expenses, and lay by each year a goodly sum, so that, when necessary, additions can be

made to the buildings and its facilities enlarged and improved. The main building is five stories high, and extending from it to north and south are wings of four stories. The full capacity is 125. When the Home was opened it took from the smaller institution at Lake View thirty-three incurables, all it had, and that Home was closed. All races are to be received at this institution, which is entirely non-sectarian. When it is possible for the afflicted inmate or his friends to pay a monthly stipend for his support it is accepted, but there are many who come absolutely free. To be eligible, the applicant must be afflicted with some pronounced disease, which is considered incurable by the trustees, who are the final judges in the matter. The predominating diseases are paralysis and rheumatism, the first being the more frequent. Those who are so afflicted as not to be able to walk are provided with invalid chairs, which they can propel at pleasure about their rooms or through the long corridors out upon the wide verandas. There are comfortable seats and inviting hammocks and a perspective of lawn and bright flowers which means much to feeble eyes and limbs. There is a parlor upon every floor, where the chairs are wheeled at the will of each occupant. There is a commodious reading-room, and the men have a smoking-room where they may indulge to their hearts' content in the use of their favorite brands. During the usual visiting hours strangers are always welcome.

Home for Self-Supporting Women.—Located at 275 and 277 Indiana st. Take Indiana st. car. An institution which affords a home for girls and women, whether employed or unemployed, if they are willing to support themselves when occasion offers. A great many women who work outside make this their home. Officers—President, Mrs. A. A. Carpenter; treasurer, Mrs. H. T. Crowells; corresponding secretary, Mrs. J. R. Key; recording secretary, Miss J. L. Keith; matron, Mrs. V. R. Smith.

Home for Unemployed Girls.—Located at Market and Elm sts., North Side. Take North Market st. car. This institution is conducted by the Franciscan sisters. Girls temporarily out of employment are cared for here. The charity is a noble one and receives the generous support of Roman Catholics.

Home for Working Women.—Located at 189 East Huron st., North side. Take North Clark st. cable line. Conducted by the Working Women's Home Association. The home is one of the youngest of Chicago's many charitable works, and the success it has attained has demonstrated that it has filled a place long needed. The home was first opened on the seventeenth of May, 1890, and the building now occupied was then newly painted, papered and furnished throughout. Applications for admission were numerous, many of them being from strangers in the city, and the home is now taxed to its utmost capacity. The aim of those in charge is to furnish a place where no respectable woman, regardless of her nationality or religion, will be refused needed assistance, and to enable those who earn but little to live comfortably and respectably. During the last six months of 1890, 327 girls received the benefits of the home. The food is said to be wholesome, well cooked, and there is plenty of it. Every inmate has her own bed, and every room has a closet. The house is heated with steam, and there is hot and cold water on every floor. The directors are anxious that the Home shall be the headquarters for all working women, whether they live there or not. Free stationery, reading, sewing and bathing-rooms are at the disposal of all, and a typewriter and piano add to the attractions of the place. The managers are very

emphatic that their home is not an institution, but a genuine home in every sense of the word. Officers—A. E. Johnson, president; C. R. Matson, vice-president; A. Chaiser, vice-president; Alexander Johnson, recording secretary; Anna G. Armstrong, corresponding secretary; George P. Bay, treasurer; Dr. Odelia Blinn, medical superintendent. Directors—Dr. Frances Dickinson, Dr. Lucy Waite, John Anderson, Henry L. Hertz, Rev. A. Hallner, Rev. Charles Treider.

Home for the Friendless.—Located at 1926 Wabash avenue. Take Wabash avenue cable line. Established in 1858. Officers—A. C. Bartlett, president; F. D. Gray, vice-president; Mrs. Thomas A. Hill, corresponding secretary; Mrs. C. Gilbert Wheeler, recording secretary; W. C. Nichols, treasurer; Miss A. Z. Rexford, superintendent, and Miss E. M. Stockdale, assistant superintendent. Average number of inmates about 200. During 1890 there were 1,435 admissions, 1,144 dismissals and 9 deaths. At the beginning of 1890 there was in the treasury a cash balance of $6,616.90. Of those admitted during 1890, 763 were Protestants, 642 Catholics, and 40 Jews. The largest number received in one month was 182, in October, and the smallest 72, in February. Thirty-two children were surrendered to the home and fifty-eight found homes of adoption. This is one of the most interesting charitable institutions in the city. From small beginnings it has grown and prospered until the income of the Home is now about $21,000 per annum, which includes the Crerar bequest. Ten years ago the whole work of the home was conducted in what is now known as the main building, or the north and south wings. Since that time there has been erected, at a cost of $35,000, a part of the generous bequest of Mr. Hobart Taylor, the addition called by his name, which has nearly doubled the capacity of the home. It contains the "Shelter" and bath-room for transient inmates, two laundries, the linen-room, girls' department, including dormitory, bath and store rooms, the infirmary, dispensary and nursery. The records also show that during the last ten years a procession of 20,167 women and children have passed through these open doors, and here halted for assistance, material and moral, which was offered without distinction of color, race, religion, or language, so long as the applicant seemed to be overborne in the fierce struggle for life. Among the throng hundreds of deserted wives and mothers are included, who frequently bring with them their little broods to be cared for in this tranquil nest. The hospitality, including rest, good food, encouragement, sympathy and advice, is freely tendered to all belonging to the class of worthy poor, as specifically laid down in the charter. During the last ten years about 3,400 children, including day scholars, have been enrolled as pupils in the Home School, in which are taught the branches of the primary department and the graded grammar school. In the industrial class, since 1879, about 350 girls, between the ages of 12 and 16, have been taught sewing, housework and elementary cooking, thereby being prepared to earn a respectable living when they go out into the world. Perhaps the most important feature in the general work of the home is the arrangement by which children are adopted who have been neglected or abandoned by their parents. During ten years 734 children have been legally "surrendered" to the home, which has found permanent places for nearly all that number with reputable families.

It is stated in the act of incorporation, "The object and purposes of the Chicago Home for the Friendless shall be the relieving, aiding and providing homes for friendless and indigent women and children." The middle-aged women at the home are usually transients. A woman is out of work, or a

GROUP OF McCORMICK SEMINARY BUILDINGS

stranger, and has no money to get a lodging. She makes her way to the Home, where all are received except the unfortunate victim of drink, for whom there is no immediate place but the police station. After admission the new guest is provided with a hot bath, and, if she desires, some clean clothes. She is then given a good meal, and, as it is usually at night that such applications are made, she is taken to a comfortable bed. In the morning, after breakfast, she is expected to help during the forenoon with the work of the house, and then she can have the rest of the day to look for employment outside. Sometimes such women stay for a week or two weeks before they find work, and they are made to feel at home during that time. In what is called the "Industrial School," young girls—or women who seriously desire to learn—are taken, and, while kept as inmates of the home for such time as would be required, are taught sewing and housekeeping. The children in the home are mostly those who have been abandoned by their parents and picked up by the officers of the Humane Society. They come, of course, in different ways, but criminal neglect by their parents is the usual cause of their suffering. Children under nine months are not received at this institution. But those above that age, up to six or seven years, can be found running around their nurseries and play-rooms with as much vigor and heartiness as if the world belonged to them. When a child first appears at the home, it is the invariable rule that it shall be sent to quarantine quarters, at the top of the building, for fourteen days. There is scarcely ever any sickness in this quarantine, but considering the places from which most of the children are brought, it is considered prudent to isolate them. After the two weeks' purification process, the managers of the institution try to find a permanent home for the waifs, and, if they are not claimed by parents or guardians before six months, an officer of the home goes before a judge and is appointed the legal guardian. The parents or guardians also may voluntarily surrender all right to a child, after which it becomes the ward of the home, and at the earliest opportunity is placed out with respectable people, on trial for three months. If such trial proves agreeable, both for child and caretakers, the little one is usually adopted and becomes "part of the family." Visitors are always welcome between the hours of 10 A. M. and noon, and 1 and 4 P. M.

Home of Industry.—Located at 234 and 236 Honore street, West side. Take Van Buren street car. William S. Potwin, president; Albert M. Day, treasurer; Charles M. Howe, secretary; B. M. Butler, Albert M. Day, Thomas Kane, William S. Potwin, Charles M. Howe, Mrs. T. B. Carse, Joseph B. Locke and H. J. Coon, directors; A. C. Dodds, superintendent. The Home of Industry was organized by Michael Dunn, a reformed criminal, who had spent over thirty years of his life in penal institutions all over the world. Dunn's history as a criminal is somewhat interesting. He is a native of England and was born and reared a criminal. When only seven years old Dunn was first consigned to prison for a petty theft of which he was convicted. Imprisonment seemed to do him no good, and up to the time he was thirty years old he had been confined in prison half a dozen times and had been sent to various English penal settlements, but always returned to his old tricks. Finally, the English government paid his passage to America to get rid of him, and he began in this country the same career that had caused him so much trouble in the land from which he had been driven. He was frequently in prison in various parts of the United States, and finally, about ten years ago, after spending almost his entire life in penal servitude in both

hemispheres, he became reformed and started out to aid and better the rest of the class which he had left. Dunn is now about sixty years old. He has the look of a criminal, and most people would hardly believe that he could e anything else, but those who know him best and have been brought into contact with him through the founding of these places of refuge do not doubt his complete reformation. When at last Dunn did see "the error of his way," he conceived the idea of providing homes for discharged criminals, where they might retire till an opportunity was afforded to earn an honest living. The first refuge he instituted was in New York. He then went to San Francisco and started another. He then founded the one here in Chicago and afterward another in Detroit. There are at present in the Chicago Home of Industry about a dozen convicts. The average term of their retirement there is about two weeks. In connection with the institution is a broom factory, where every one who is taken in has to earn his living or do as much towards it as he can. The institution is not self-supporting and has to depend quite largely on public charity. Most of the inmates of the place come from Joliet and Michigan City, the nearest prisons to this city, but the place has been a refuge for prisoners from most every penal institution in the country. Superintendent Dodds usually receives from most of the prisons a monthly discharge list. To prisoners who are about to be set at liberty he sends circulars telling of the refuge and the advantages to be found in it. No convicts are received except on recommendation of the warden or chaplain of the prison in which they were last confined, unless they can convince the superintendent of a desire to reform and lead a better life. Every one who stays there must do something toward his own support, and all who enter must work or go elsewhere. The aid and influence of the superintendent are extended to all of them who seek honest employment, and any inmate desiring to seek work outside is allowed half a day each week, or more, at the discretion of the management. The ex-convicts are not encouraged to stay, but, on the contrary, are given all possible assistance in finding work outside.

The institution enforces a set of rules for the conduct of the inmates of the home. They are required to be particular as to personal cleanliness. Total abstinence from intoxicants has to be observed. Smoking is permitted only in certain places, and profane language is not tolerated. A rising and a breakfast bell are rung, and inmates are required to be in bed at 10 o'clock. Every inmate is charged with the care of his own room, and all are required to attend morning and evening prayers unless excused by the superintendent. Any violation of the rules subjects the offender to immediate dismissal. Only men are received in the home. They are taught ways of frugality, industry and economy, and most of them are susceptible to these teachings. A record is kept of the life of every man who enters the place, but that record is an inviolable secret to all but the superintendent. After the name of each candidate are made entries about his marital condition, his parentage, his birthplace, his religion, the prison in which he was last confined, the length of his sentence, his education and occupation, the crime for which he was convicted and its cause. A page of Superintendent Dodds' book of record is a most eloquent temperance lecture. Drink has led most of his boarders into trouble, though their detention in prison can be traced back to all kinds of vice. Many of the younger ones assign bad company as the cause of their downfall; others have gambled themselves into theft; still others have been educated as criminals, and a few state that it is their natural inclination to

steal. The column of Mr. Dodds' book which keeps the record of all dismissals from the Home is interesting. In it are to be found such entries as "found good employment as a harness-maker;" "a hypocritical thief, bounced without mercy;" "found good position, clear case of conversion;" "went out to look for work, lost on the way back;" "went home to friends;" "put out for lying;" "left to go wandering," and many others of the same kind. Every man is paid for his work in the place from the time he enters, according to the degree of proficiency he has acquired. Many of them turn out well and return to their homes to lead honest lives. Mr. Dodds is constantly receiving letters from such men, thanking him for the benefits of the institution.

Home of Providence.—Located at Calumet ave. and Twenty-sixth st., adjoining Mercy Hospital. Take Cottage Grove cable line. An institution for the care and protection of young women. Conducted by the Sisters of Mercy. Sister Mary M. Angela, superior.

Home of the Aged.—Located at West Harrison and Throop streets. Take West Harrison street car. Conducted by the Little Sisters of the Poor, who depend for the maintenance of the institution entirely upon the alms which they solicit. The building is a very large, plain, brick structure and is generally crowded with inmates, whose ages vary between 60 and 100 years. It is a worthy charity and the Little Sisters, who have a method of seeking alms peculiar to themselves are generally popular among the business people of the city, who give them liberal contributions. They never beg, simply stating who and what they are and if an unfavorable response is given they walk silently away, without making further appeal. The Little Sisters are a French order. They have two institutions in the city.

House of The Good Shepherd.—Located at North Market and Hill sts. Take Market st. car. Conducted by the Sisters of the Good Shepherd —Superior, Mother Mary Angelique. This institution is a haven and a reformatory for fallen women desiring to rise out of their condition, and is one of the most extensive as well as one of the most useful charities in the city.

Margaret Etter Creche Kindergarten.—Located at 2356 Wabash avenue. Take Wabash avenue cable line. Established August 3, 1885. One of the noblest charities in the city. It cares for the children of mothers who are compelled to work out for a living. The attendance for the five years of the creche's existence shows a marvelous growth: August, 1885, to October, 1886, 2,136; October 1, 1886, to October 1, 1887, 2,863; October 1, 1887, to October 1, 1888, 3,562; October 1, 1888, to October 1, 1889, 4,253; October 1, 1889, to October 1, 1890, 5,522. But the expenses do not show a commensurate increase, being as follows: First year, $1,358.48; second year, $1,383.84; third year, $1,375.70; fourth year, $1,899.52; fifth year, $2,007.16. Besides the day nursery a kindergarten is carried on, but it in no way counts on the treasury of the creche. The assistance of charitably-inclined people is necessary to the maintenance of the creche.

Masonic Orphans' Home.—Located at Carroll avenue and Sheldon street. Cares for about 30 children and is supported by voluntary contributions from City and State.

Newsboys' and Boot-blacks' Home.—Located at 1418 Wabash avenue. W. H. Rand, president; Rev. E. I. Galvin, vice-president; James Frake, secretary; H. N. Higinbotham, treasurer; Edward P. Bailey, auditor; Miss

Eliza W. Bowman, matron. Directors: A. C. Bartlett, Melville E. Stone, William H. Rand and Frank P. Leffingwell for two years. H. N. Higinbotham and E. P. Bailey for three years. Take Wabash avenue cable line. This institution has been in existence over twenty-one years. It had its inception in the Chicago Industrial School, for which a charter was obtained in 1867, the incorporators being Jonathan Burr, John V. Farwell, William Blair, William E. Doggett, J. Y. Scammon, C G. Wicker, Eli Bates, Philo Carpenter, J. S. Reynolds and E. F. Dickinson. This industrial school was very soon merged into the home and was the first movement to assist helpless children in Chicago. The object of the institution is "to provide a good Christian home for newsboys and boot-blacks and other unprotected homeless boys. Also to aid them in finding homes and employment in either city or country." While the doors of the home have always been open and a request for shelter and food has been all that was necessary to obtain admittance, in order to foster independence and self-help the small sum of 15 cents is charged for supper, breakfast and lodging. If, however, a boy is not able to pay "banner," as all charges for entertainment are called by street boys, he is still entertained. Provision is made for destitute boys by which they are able to earn what is required for their immediate living expenses by furnishing them with a stock of *The Newsboys' Appeal*, which is the small paper published in the interests of the Home, or with funds for a stock of daily papers.

Although the Home is by no means self-supporting, there is no soliciting done in its interests. Previous to the fire, a lot on Quincy street was given to the Home upon which a small building was erected. After the fire, through the assistance of the Relief and Aid Society, a brick building was built, which, together with the lot, was later on sold to Marshall Field & Co. for commercial purposes for $50,000. This amount the managing board propose to invest in a permanent home when they are able to find a location near the central part of the city which seems suited to their needs. This sum is therefore held in reserve, and such funds as are needed for the current expenses are furnished by voluntary private contribution.

The rules of the institution are simple, and are only such as are necessary to the well-being of the boys—and a wise, kindly, personal interest is taken in every boy who is sheltered there—although they are constantly coming and going, and an average of something more than a thousand are entertained each year. A careful record of every boy who is taken into the institution is kept, together with as much of his history as can be obtained, and these records are replete with the pathetic results of human selfishness. No insignificant number of these boys have parents living who are comfortably off, but, having been divorced, each has married again, and with one accord refused to care for their child, who, often at a tender age, was obliged to shift for himself, and so drifted into this haven for destitute, forsaken boys. There are others who have never known their parents, and still others whose parents are drunken, shiftless, "ne'er-do-wells," and a few who have run away from home for one cause or another. These last are induced, if possible, to return to their homes, and their parents are communicated with, but no boy is refused shelter and food, whatever the cause for which he stands in need of it.

There is a night school four evenings in a week from 7:30 to 9 o'clock which the boys are required to attend, and, where it is deemed advisable, other instruction is provided. The institution is intended for a temporary

home, the chief aim being to provide permanent employment for the boys who come there from all parts of the world. The management of the Home co-operates with the Humane Society and other kindred organizations, and in this way keeps pretty thoroughly informed in regard to homeless boys.

Miss Eliza Bowman, who has been the matron of the Home for the past five years, is a person admirably fitted for the difficult position which she fills with apparent ease and with satisfaction to all concerned. She is in hearty sympathy with the boys, and believes unswervingly that a good and useful life is possible to each of them. It was through an experiment tried by Miss Bowman that a somewhat new departure is being undertaken at the Home. She found that the larger boys are often in a more unfortunate condition than the smaller ones, and that often their greatest need is means to get on while they are making a start. She therefore resolved to undertake herself to make several of these boys presentable, assist them in getting places to work and furnish them funds, as a loan, until such time as they should be paid for their work. The boys proved honest and industrious, with scarcely an exception, and the plan was a success. Miss Bowman reported the result of her experiment to the managing board, which approved this method of assisting the boys and made it a part of the work of the Home. In this connection Miss Bowman makes an interesting statement which is full of hope for the philanthropist. She says that when once a boy has become self-supporting and has tasted the pleasure of honest independence he is never willing again to take to the street life which, as a rule, he is obliged to adopt in his early struggle for existence.

The Home, which is temporarily located at 1418 Wabash avenue, is the only place where a boy can go to make himself tidy and get a clean shirt, if need be, in the city. The clean shirt is always on call, and partly worn garments of this kind are accepted with enthusiasm at the Home. Indeed, Miss Bowman prefers the shirt which has been worn, as one that is quite new the boys are likely to sell for what they can get for it, as when they first come to the Home they are quite likely to consider it an extravagance to wear anything which can be exchanged for money.

Odd Fellows' Orphans' Home.—Located at Lincoln, Ill., 156 miles south of Chicago. Take Chicago & Alton or Illinois Central train This is an institution for the orphan children, male and female, of Odd Fellows. Buildings erected on a site presented by citizens of Lincoln. Corner-stone laid April 26, 1891.

Old People's Home.—Indiana ave. and Thirty-ninth st. Take Indiana ave. car on Wabash ave. cable line. Founded about thirty years ago by a humble seamstress, who resided on Third ave. She had accumulated a little money and bought her a home. She found herself growing old, and belonging to that respectable legion designated "the old maids," without immediate family, conceived the laudable idea of establishing some institution or home that would assist in alleviating the sorrows and sufferings she saw about her. This ambition she laid before her pastor, the Rev. Dr. Boyd, and acting under his advice a home was established for the care of indigent old ladies. They first occupied a small frame house near the home of this kind-hearted woman. She was made matron and Dr. Boyd first president. It was not long until the public was interested in Samantha Smith and her humble charity. Finding after the first few years the cramped quarters of so small a house inadequate, Miss Smith gave up her own more commodious dwelling, together with its entire furnishings, for the uses of the institution, and its charges were

transferred thereto without delay. Miss Smith continued for some years longer as matron and then, for reasons not explained, retired from the duties. From Third ave. the Old Ladies' Home removed to Indiana ave., near Twenty-sixth st., where it occupied an old frame building for several years. After the great fire it received from the Relief and Aid Society the sum of $50,000, which was used as the nucleus of a building fund, and the latter part of 1873 found them established in their present commodious home. Later on the vacant lots between them and the corner of Thirty-ninth st. were purchased, thus adding 158x100 feet to their property. This donation from the Relief and Aid Society was given under the conditions that the name should be changed to read "The Old People's Home," and indigent old gentlemen were to be admitted as well as ladies, the Relief and Aid Society to have control of twenty rooms for the benefit of its own protegés. Old gentlemen have never as yet been admitted, although it was intended, some time ago, to build at the north end of the home building a wing or addition especially for them. The management does not consider this idea feasible, however, and the old gentlemen's home will be located farther out, where they may have vegetable and flower gardens and trees and plants to cultivate. This institution, in common with many others of our city charities, is an heir of the late John Crerar and receives by his munificence an addition of $50,000 to their funds. There are at present sixty-eight inmates, so that the capacity is very nearly reached. The rooms pertaining to the Relief and Aid Society are always occupied, admittance to them being absolutely free. Of all other inmates an admission fee of $300 is charged, the applicant being required to furnish her own room. They first enter upon six months' probation, and if the board of managers for any reason should not deem it expedient to make them permanent inmates the honorarium or admission fee paid will be returned, less $3 per week for each week she has been an inmate. Each applicant is visited at her abiding place by a special committee, and all particulars of her needs and deserts investigated before her application is brought before the board of managers. Applicants admitted must be absolutely eligible in every particular. She must be at least 45 years of age and of good character, and must be able to show that she has no adequate means of support; she must have been a resident of Chicago for the two previous years, and if she has children who are able to support her she can not be admitted. While the rules governing the domestic life of the home are of necessity enforced upon all alike, they are so kindly intentioned that obedience sits but lightly upon the reasoning member who appreciates the perfect harmony the regulations insure. Yet the management of sixty-eight old people, whose habits and natures are their own and unchangeable, is quite different from governing an institution given over to children, whose plastic minds conform easily to environment. It is quite singular that the youngest matron in the city should be found in charge of the oldest people.

Pioneer Aid and Support Association.—This society was organized to support the families of those executed for participation in the Haymarket massacre and those who are now at Joliet.

School for Deaf and Dumb.—Located at 409 May street, West Side. Conducted by the religious of the Holy Heart of Mary and supported by the Ephpheta Society; Mrs. John Cudahy, president. Following are the directresses: Mesdames John Cudahy, R. P. Travers, N. S. Jones, W. F. McLaughlin, Starr, J. B. Sullivan, James Eagle, Thomas Duffy, J. J. Egan, M. Cudahy, McLaughlin, J.A. Mulligan, J. H. Drury, J. B. Inderrieden, Z. P. Brosseau,

W. A. Amberg, M. Shields, E. A. Matthiessen, James Walsh, A. W. Green, M. Sullivan, F. Henrotin, Morris Sellers, W. J. Quan, Thos. Lonergan, W. P. Rend. The average number of deaf mutes in the school is about fifty, and four experienced teachers are employed. Mrs. John Cudahy has devoted a great deal of her time to this noble charity, as have also the other ladies named.

Servite Sisters' Industrial Home for Girls.—Located at 1396 W. Van Buren street. Take Van Buren street car or Madison street cable line. An institution for the care, protection and training of girls who have no homes or homes unfit for them. Conducted by the Servite Sisters of Mary. Superior, Mother Mary Francis.

Soldiers' Home Fund.—This fund amounts to about $70,000 and is the balance left from the result of the great Sanitary Fair held in Chicago during the early part of the war. With the money then raised was established a soldiers' rest or home, where troops going to the front from the Northwest might be fed, and, if necessary, housed. It was a hospital, too, for the wounded and sick who came back from the campaigns they had made. The first home was in an old hotel at No. 75 Randolph street. The association was incorporated and bought property at Thirty-fifth street and the lake, where the Roman Catholic Orphan Asylum now stands. Here a house was built. Ladies canvassed the city for $1 subscriptions and raised a large sum in this way. Mrs. Bristol, who is still one of the leading spirits of the association, canvassed the whole of the North Side, then a series of scattering villages. The Thirty-fifth street property was sold, a block bought in South Evanston, and a house built with part of the proceeds of the sale. Some of the money was loaned on property on the North Side, and the rest on a block on State street, near Archer avenue. The mortgages on both pieces of property had to be foreclosed, and the association still owns the State street property. That on the North Side was sold, and the money is now loaned out at interest. When the Government had established soldiers' homes there was no longer a necessity for maintaining the one here. The property was therefore sold and the proceeds converted into a relief fund.

This fund has remained intact. It has not increased, because its entire revenue has been expended in relieving those who were worthy of relief. Not one dollar of the fund has ever been devoted to any other purpose, except that annually $100 is paid for the use of a room in which to disburse the money and for the services of a clerk. The officers of the association have not made a charge of even so much as five cents for street-car fare, although they regularly and systematically visit their pensioners and devote much time and labor to their work. Each month they pay out about $300, the number of recipients of their bounty varying from sixty to seventy-five.

The first president of the board of managers was T. B. Bryan. He still occupies this office. Mrs. L. H. Bristol, who disburses the fund, also enlisted in 1861, and has not yet been mustered out. Mrs. William H. Myrick and Mrs. Dr. Blain, of Hyde Park, are the only other members of the first board who still hold their positions. The treasurer of the fund is Mrs. J. S. Lewis. Other members of the board of managers are Mrs. Brayman, Mrs. Dr. Hammell, Miss Blakey, Mrs. Myra Bradwell, Justice Bradwell, General Beveridge, and Mr. Henry Bacon, the secretary. The first Saturday of every month Mrs. Bristol, the disbursing officer of the board, goes to the rooms of the Chicago Relief and Aid Society to hold her reception. She finds waiting for her a room full of the expectant callers. As they come in they are given

numbered tickets fixing the order in which they shall go to the table behind a screen and receive from Mrs. Bristol the $2, $5, or $10, or whatever sum the case calls for. Very few receive as much as $10.

St. Joseph's Asylum for Boys.—Located on Crawford avenue, between W. Diversy street and Belmont avenue. Take Milwaukee avenue car.

St. Joseph's Home.—Located at 409 S. May street, West Side. Take Blue Island avenue or Twelfth street car. The principal object of this institution is to afford a protecting home for respectable young girls out of employment, until such time as suitable positions are secured for them, either as domestics, sales-ladies, cashiers, book-keepers, librarians, etc. The terms for board are regulated according to the accommodations required, ranging in price from $2 to $5 per week. There are a number of private rooms in the building, affording nice accommodations to those young ladies who are employed in various occupations down town and who appreciate the quiet rest their retreat here affords them after the labors and bustle of the day. The building affords accommodations for over 200 persons and is most conveniently and comfortably arranged. Ladies who remain here find accommodations superior to those afforded in hotels at a very high figure, not at all taking into consideration the home-like quietness they enjoy, and the many spiritual advantages besides. The institution is self-supporting.

St. Joseph's Orphan Asylum.—Located at Lake avenue and Thirty-fifth street. Take Wabash avenue cable line. Conducted by the Sisters of St. Joseph. Superior, Mother Mary Matilda.

St. Joseph's Providence Orphan Asylum.—Situated near Pennock station, on the Chicago, Milwaukee & St. Paul railway. Take train at Union depot, Canal and Adams streets, West Side. The building stands on a slight eminence in the midst of a farm of forty acres. The interior arrangements of the asylum are on a par with the advantages of space and pure air. The large class-room is well lighted and ventilated and each boy has a neat desk. A part of the curriculum is devoted to calisthenic exercises and each day the bright looking youngsters swing the dumb bells and bar bells to enlivening tunes. Down in the refectory the boys sit at long tables, where good food and plenty of it is served out to them by the Sisters of St. Joseph. Soup, meat, vegetables, bread and milk are given out, not in limited quantities. Meat twice a day is the rule for the 180 American boys of all denominations. The dormitories are capacious halls, filled with iron bedsteads, covered with blankets and comforters. The whole house is heated by steam and has all the modern improvements.

St. Paul's Home for Newsboys.—Located at 45 and 47 Jackson street. An institution similar to the Newsboys and Boot-blacks' Home, excepting that it is conducted with a view of caring for the training of Roman Catholic street-boys, the other being non-denominational. It has a large number of boys in charge. Director, Rev. D. S. Mahoney.

Ulich Evangelical Lutheran Orphan Asylum.—Organized 1867 by some ladies connected with St. Paul's church. Incorporated 1869. First cared for, only a few children in a small cottage, corner of La Salle avenue and Ontario street. A larger building on Clark street, between Garfield and Webster avenues, was rented later on, but this was swept away by the great fire. The orphans were then brought to the Lake View school for shelter. Afterwards the "Chicago Nursery and Half Orphan Asylum," 175 Burling street, took

CHAMBER OF COMMERCE BUILDING.

the children up and boarded them. The ladies had saved up about $8,000, and the Chicago Aid and Relief Society contributed $20,000, and they bought twelve lots on Burling and Centre streets, where the present building was erected during the fall and winter of 1872–73. This edifice received a brick addition in the summer of 1889. The trustees are: Mr. Wm. Knoke, president; Mr. John L. Dies, treasurer; Mr. John Baur, secretary; Rev. R. A. John, F. W. Forch, Wm. Schick, Wm. Keller, Jakob Huber, Conrad Furst, trustees; superintendent, Geo. Feising; matron, Mrs. Dora Feising.

Waifs' Mission.—Located at 44 State street, Taylor E. Daniels, superintendent. The object of the mission is the care of homeless boys, notably those who are abandoned to the streets by their parents or other relatives. Directors: Messrs. Walter Q. Gresham, Richard S. Tuthill, B. F. Hagaman, J. Irving Pearce, F. E. Brown, B. F. Lighter, W. H. Cowles, A. H. Revell, J. Harley Bradley, Lester C. Hubbard, and T. E. Daniels. Advisory Board: Messrs. George M. Pullman, Ferd. W. Peck, De Witt C. Cregier, W. Penn Nixon, C. M. Henderson, Joseph R. Dunlop, W. G. Beale, G. F. Swift, John R. Wilson, W. J. Chalmers, R. R. Cable, Marvin Hughitt, Lyman J. Gage, C. T. Yerkes, William Deering, T. W. Harvey, E. W. Gillett, George E. Marshall, J. M. Longenecker, T. B. Blackstone, D. K. Pearsons, and Potter Palmer. During six months of 1890 the work done by the mission was summarized as follows: There were 39,500 free meals furnished to hungry children; 6,510 free beds; 2,220 free baths, and 540 hair-cuts were given. In clothing the naked, 3,760 garments were given out, besides many pairs of shoes, and much mending done gratis. The superintendent appeared before the justices in 565 cases of boys and girls charged with crime or misdemeanor of which 329 were discharged, 72 executions stayed, 92 fined, 49 continued, 21 held to the criminal court (14 afterwards liberated), 2 sent home (runaways). Fifty-six boys were placed in employment, and homes were found for 9 others. Among the sick and poor 232 investigations were made, while 87 subsequent visits were made in these cases and assistance was given. Of sick and homeless boys 22 were nursed and 21 were sent to hospitals. There were 112 religious services held. Besides these, many other charitable works were done of which it is difficult to keep track. One thing the officers of the mission have had cause to deplore and that is the cramped quarters of the present Home and Training School at No. 44 State street. It has interfered very materially in the way of successful operations. The following plan is recommended by the officers: A ninety-nine years' lease, the report says, might and could be secured on some available piece of property, a site that would afford business advantages and at the same time yield a favorable outlook to the waifs whose home it is intended to be. On this property a permanent home for the mission could be had of such a character as to meet all the wants of that institution and afford such accommodations for outside enterprises to insure a reasonable return for the money invested.

Young Ladies' Charity Circle.—A band of sixteen young ladies of the West Side who give entertainments for the benefit of charitable institutions. They have no stated place of meeting. The officers of the circle are: President, Miss Birdie Lewinsohn; vice-president, Miss Annie Gerber; secretary, Miss Belle Davis; treasurer, Mrs. Eva Davis. The other members are: Misses Bessie and Annie Stolofsky, Eva Lerber, Sara Paradise, Mollie Lewinsohn, Ray Zohn, Miss Lipsky, Miss Uphert, Lena Barnett, Miss Goodkind, Ray Nevens, Hattie Grosberg.

CHRISTIAN ORGANIZATIONS.

Church societies are referred to elsewhere. The following are the leading Christian organizations of a general character in the city:

Bible Institute.—The Bible Institute or Training School for Evangelists is situated next door to Moody's Chicago Avenue Church, Chicago avenue and La Salle street. Take North Clark or Wells Street cable lines. From this institute Daniel Moody, the evangelist, draws his assistant workers. There are about seventy students of the Bible in the men's department constantly and about half as many women. The object of the institute is to give to men—largely those who have not had the advantages of higher education, and who would otherwise, in many cases, at least, be deprived of special instruction in lines of Christian work—that knowledge and skill in the use of the Word as will fit them the better to do missionary and evangelistic work. Not a few are in training as lay helpers, pastors' assistants and singing evangelists, and the school is but one evidence of the new aggressiveness of the Church to match the modern aggressiveness of the World.

Central W. C. T. U. of Chicago.—Headquarters 161 La Salle street. In addition to the general work of this association it conducts the Bethesda Mission, 606 South Clark street, with which is connected a day nursery, kindergarten, Sunday-school, kitchen garden, free medical dispensary, relief work and gospel meetings; the Talcott Day Nursery, 169 West Adams street, with which is connected a day nursery, a kindergarten and an industrial school; the Anchorage Mission, 125 Third avenue; the Hope Mission and Reading School, 166 North Halsted street; the Bethesda Inn, 408 South Clark street, and the W. C. T. U. restaurant, 69 East Washington street. The president is Mrs. M. B. Carse; first vice-president, Mrs. J. B. Hobbs; recording secretary, Mrs. E. P. Howell; treasurer, Mrs. C. G. Davis. The board of managers is as follows—Mesdames M. B. Carse, J. B. Hobbs, E. P. Howell, E. Warner, N. Norton, G. Bagley, G. Shipman, H. V. Reed, A. Bond, L. A. Hagans, I. Jones, L. R. Hall, E. P. Vail, C. Goodman, U. Bruun, M. J. Haywood, H. J. Berry, W. E. Kelley, L. M. Quine, C. E. Bigelow, T. D. Wallace, D. Fuller, Dr. Winter, C. G. Davis, E. Trapp, C. B. S. Wilcox, H. R. Smith, M. W. Mabbs, C. C. Lake, Miss Helen L. Hood. The missions, nurseries, kindergartens, etc., of the W. C. T. U., are all doing a splendid work in Chicago; so, also, is the association's supervision of the work of the police matrons at the several stations. The treasurer's report for the year ending March, 1890, showed: Balance in treasury March 20, 1889, $2.92; receipts to March 20, 1890, $7,147.14; total, $7,150.06; expenditures to March 20, 1890, $7,113.36; balance in treasury March 20, 1890, $7,150.06. The object of the W. C. T. U., as stated in the constitution of the association, is to plan and carry forward measures which will, with the blessing of God, result in the suppression of intemperance in our midst, and the highest moral and spiritual good of those needing reform; and to this end to provide and maintain permanent buildings, rooms and accommodations for the devotional, business and social meetings of the association, and to sustain and carry forward the mission and general work for the suppression of intemperance and for moral reform, and to encourage and aid such work in general by individual and auxiliary societies and associations. (See "National W. C. T. U." and "W. C. T. U. Building.")

Chicago Bible Society.—Headquarters 49 Ada st. Officers—President, N. S. Bouton; first vice-president, H. W. Dudley; second vice-president, S. M. Moore; treasurer, C. H. Mulliken; corresponding secretary, F. B. Carter;

general secretary and agent, the Rev. J. A. Mack; auditor, C. W. Pritchard; business committee, N. S. Bouton, H. W. Dudley, T. W. Farlin, C. H. Mulliken, the Rev. J. A. Mack, B. F. Jacobs, J. L. Whitlock, and the Rev. N. C. Rausseen, directors for three years; C. H. Mulliken, C. H. McCormick, C. W. Newton and C. W. Pritchard, and the Rev. J. L. Withrow, managers for five years; the Rev. R. A. John and S. S. Rogers, managers for two years; and J. W. Waughop, manager for one year.

Christian Endeavor Society of Cook County.—President, P. F. Chase; general secretary, Otto Buehlman. There are five divisions in the county, as follows—Hyde Park, Oak Park, Q. Division, which takes in thirteen societies located on the line of the Chicago, Burlington & Quincy Railroad; Northwestern Division, which includes the societies located not alone on the Northwestern road, but also those on the Chicago, Milwaukee & St. Paul, eight all told; and the Evanston Division. Each of these divisions is in charge of a secretary. The societies of the different divisions frequently hold sociables, prayer meetings, etc. The report for last year shows an increase of 13 junior societies and 24 elder societies since the last convention, which makes a total of 154 societies, when last year there were only 117. The membership one year ago was 4,000, to-day it can boast of nearly 7,000.

The first society was organized in the Williston church, Portland, Me., February 2, 1881, and in June last there were 11,013 societies, with a membership of 660,000. It has principally to do with young people, and the fact of such immense progress as the above figures show will be sufficient to enlist the interest of all people who have any care for the coming generation of men. The following is the statistical division of Chicago unions:

Unions.	Societies.	Active members.	Associate members.	Total membership.
North Side	8	285	52	337
South Side	11	519	51	570
West Side (northern)	6	150	20	170
West Side (southern)	17	627	187	814
Evanston	12	455	136	591
Lake View	8	262	118	380
North Western	9	218	102	320
Oak Park	8	213	65	278
"Q."	10	316	86	402
Englewood	9	299	116	415
Hyde Park	12	396	173	569
Total	110	3,740	1,106	4,846

The Cook County union is thorough in its organization and discipline, and serves well to show the workings of the society. The cosmopolitan and liberal christian spirit of the union are also better illustrated here than in smaller places, for here the workings may be seen in many different denominations of Christians and in many tongues. The visiting feature of the union is a great source of knowledge and is resulting in much good. Churches near and far which knew little or nothing of each other are becoming acquainted.

National W. C. T. U. Headquarters.—The National W. C. T. U. headquarters are at present located in the suburb of Evanston, twelve miles from

the city. Take train at Wells Street depot, Wells and Kinzie streets, or at Union depot, Adams and Canal streets. The headquarters will probably remain at this place until the completion of the Temperance Temple in the city. Miss Frances Willard, president of the National W. C. T. U., resides at Evanston, as do also Miss Caroline E. Buell and Miss Esther Pugh, officers of the Union. The rooms are on Davis street, only a short walk from the railroad stations.

Young Men's Christian Association.—Organized in the year 1858. Located at the building of the Association, 148 Madison street. Officers—John V. Farwell, Jr., president; Cyrus H. McCormick, first vice-president; Oliver H. Horton, second vice-president; James L. Houghteling, treasurer; H. M. Starkey, M. D. recording secretary; John C. Grant, Seymour Walton, A. Kurz, W. I. Midler, Francis M. Buck, R. W. Hare, D. W. Potter, H. M. Hubbard, E. Burritt Smith, F. S. Osborne, C. N. Fay, C. E. Simmons, H. W. Maxwell, Chas. B. Congdon, J. H. Bradshaw; L. Wilbur Messer, general secretary; G. B. Townsend, financial secretary. Advisory managers—A. L. Coe, J. L. Whitlock, H. E. Sargent, A. E. Aurelius, C. M. Higginson, O. S. Lyford, C. H. Smith. Geo. S. Norfolk, John Benham, E. W. Kohlsaat. Board of Trustees—H. E. Sargent, president; Geo. M. High, secretary and treasurer; John V. Farwell, N. S. Bouton, C. L. Courrier, Philp Meyers, E. G. Keith, B. F. Jacobs, Orrington Lunt, E. S. Albro, S. M. Moore, A. L. Coe. Committee of Management—H. M. Hubbard, chairman; D. W. Potter, vice-chairman; Seymour Walton, secretary; F. M. Buck, John C. Grant, John V. Farwell, Jr., R. W. Hare, Charles Loughridge, George L. Wrenn, A. P. White, W. H. Dyson, S. B. Wright, Frank Milligan, J. S. Lane, J. W. Hedenberg, J. W. Janney, E. D. Wheelock. Secretaries—Daniel Sloan, department secretary; W. T. Hart, H. L. Sawyer, W. C. Davis, J. F. Adams, A. F. Lee, assistant secretaries; E. L. Hayford, M. D., physical director; L. B. Smith, assistant physical director. The various departments of the Association are as follows:

California Avenue Department, 1225 W. Madison st.—Gymnasium, bath rooms, members' parlors, recreation and reading rooms, educational classes, entertainments and lectures, practical talks, and religious meetings. The rooms of the department are furnished very attractively.

Sixteenth Street Railway Department, 653 S. Canal street.—Reading and recreation rooms, gymnasiums, circulating library, baths, and other privileges.

South Chicago Department, 9140-9142 Commercial avenue.—Large and finely-equipped gymnasium with new tub and shower baths, reading room, recreation room and parlor; lectures, entertainments and socials, practical talks, and religious meetings.

Workingmen's Institute, Bridgeport Department, 3042 Archer avenue.—Reading, recreation and conversation rooms, bowling alleys, baths, educational classes, entertainments, lectures, practical talks, and religious meetings.

German Department, Larrabee street and Grant place.—Gymnasium, bath rooms, reading, recreation and conversation rooms, circulating library, educational classes, receptions, religious meetings and other privileges.

The reading room of the main building is an attractive, well-lighted and cheerful room supplied with easy chairs. The papers are conveniently arranged in racks. Members will find regularly filed, the leading daily, weekly,

secular and religious newspapers, together with publications on science, art, mechanics, education, architecture, etc. This room contains also a spacious and comfortable writing-table, and all needed material for writing can be had upon application. The library tables are covered with choice literary; illustrated, scientific, and humorous periodicals. The library contains dictionaries, cyclopedias, and a large collection of books on history, travel, poetry, biography, fiction, science and theology. Books of special interest and importance to young men will be suggested to members upon application to the assistant secretary. The parlor is supplied with comfortable chairs, is tastefully arranged, and is intended for conversation, reading, leisure, or musical pastime. The amusement room is supplied with numerous games of skill, such as chess, checkers, crokinole, faba baga, base ball, croquet, authors, etc. The large variety of games will provide for a number of members at a time.

There are connected with the association numerous features which contribute toward making a membership in this organization both desirable and valuable to young men. Among the privileges accorded are participation in a connection with the following: Informal receptions, trades receptions, members' receptions, boarding-house register, home-like place, good company, friendly counsel, general information, employment bureau, writing conveniences, care in sickness, 12 members' parlors, parlor games, reading room, current literature, educational classes, entertainments, practical talks, literary society, reference library, gymnasium, physical instruction, medical examination, 24 healthful baths, toilet conveniences, summer athletics, outing club, gospel meetings, training classes, Bible classes, prayer meetings, teachers' meetings. Associate members are young men over sixteen years of age, whose references as to good moral character are satisfactory. Active members are young men over sixteen years of age, who are members in good standing of some Evangelical Church. A regular membership ticket, either active or associate, requires an annual membership fee of five dollars. Special junior tickets, neither active nor associate, may be secured by boys between the ages of twelve and sixteen years, upon the payment of $3.00 annually, in advance, good for limited privileges in this department. A membership may be obtained by any young man regardless of church membership or belief. The paid membership of the Chicago association is over five thousand. The Chicago association is the second in the world in number of departments, in membership and in amount of money received annually for current expenses.

In the building of the Madison street department, 148 Madison street, are located the offices of the State Executive Committee, the Young Men's Era Publishing Co., the Western Secretarial Institute, and the Young Men's Christian Association Training School.

Six secretaries are employed in the Illinois State work, and the annual expenditure by the State Committee in the supervision of the Associations of the State is $12,000. [See "New Y. M. C. A. Building."]

Young Men's Christian Association (Scandinavian).—Located at 183 N. Peoria st. President, M. Ellingson; secretary, P. Hanson; treasurer, T. Syvertson; librarian, K. Hall. This association has very comfortable rooms and a large membership.

Young Woman's Christian Association.—Located at room 39, 184 Dearborn st. Officers—President, Mrs. L. Stone; treasurer, Miss M. E. True; corresponding secretary, Mrs. J. M. Brodie; recording secretary, Mrs. A. S.

Chamberlain; superintendent employment bureau, Mrs. D. Stobie, 39 Howland blk; superintendent of dispensary, Dr. Odelia Blinn; superintendent boarding-house (288 Michigan av.), Mrs. L. F. Oliphant. The boarding-house has been overcrowded of late, but arrangements are being made for better and more ample quarters. Young women are boarded at a nominal cost.

CHURCHES.

The visitor will not be many hours in Chicago before he is impressed with the number and beauty of the structures consecrated to divine worship. Unlike some of the older American and European cities, however, he will notice that there are no church edifices in the business center, nor along any of the great business arteries. There were a number of handsome and costly church buildings in the business district previous to 1871, but the great fire swept them away. After the fire, the ground upon which they had stood proved to be so valuable that the various church societies and congregations decided either to sell or improve their "down town" real property, and build their churches on less expensive ground and nearer the residence districts. Among the churches that were to be found down town before the fire, were the First Presbyterian church, on Wabash ave., near Jackson; the Second Presbyterian at the northeast corner of Wabash ave. and Washington st.; St. Mary's Catholic church, at the southwest corner of Wabash ave. and Madison st., where "St. Mary's block" now stands; the First Baptist church on Wabash ave., and the Rev. Dr. Everts' (Episcopal) church. There were many others not so well known and not so well remembered. The Methodists, Presbyterians, Baptists, Unitarians, Roman Catholics, Episcopalians, and, in fact, all denominations, lost heavily by the great fire, both in the South and North divisions. Since then, however, they have all prospered, and every year since has added to the magnitude, the costliness and the beauty of the church edifices they have erected.

Location of Leading Churches.—The leading churches of the three divisions of the city are removed to the extent of a street car trip from hotels and depots of the South Side. On the West Side they are found principally along Washington and Ashland blvds. or around Jefferson and Union parks. Centenary Methodist and the Second Baptist churches, two of the oldest in the city, are located on Monroe and Morgan sts. On the North Side they are to be found in the district north of Ontario and east of Clark sts., principally on Dearborn ave. On the South Side they are to be found on Wabash ave., Michigan blvd., and in the district east of State st. and south of Twenty-second st. Take West Madison cable line for West Side, North Clark st. cable line or State st. horse line for North Side and Cottage Grove ave. cable line for South Side. Two of the leading Independent churches of the city, however,

the Central and the People's, hold services in the Central Music Hall and Columbia Theatre, respectively, only a short walk from the hotels. Prof. Swing preaches at the former every Sunday; Dr. Thomas at the latter.

POPULAR MINISTERS AND PREACHERS.—Popular ministers of the city and those of whom the visitor is likely to hear oftenest, are Prof. David Swing, Central Church, Central Music Hall, State and Randolph sts.; Dr. H. W. Thomas, People's Church, McVicker's Theatre, Madison st., near State st.; Simon J. MacPherson, Second Presbyterian Church, Michigan blvd. and Twentieth st.; F. J. Brobst, Westminster Presbyterian, Peoria and Jackson sts.; F. W. Gunsaulus, Plymouth Congregational, Michigan ave., near Twenty-sixth st.; Rabbi E. G. Hirsch, Sinai Congregation, Indiana ave. and Twenty-first st.; Dr. John H. Barrows, First Presbyterian, Indiana ave. and Twenty-first st.; H. H. Barbour, Belden Avenue Methodist Church, Belden ave. and Halsted st.; Dr. P. S. Hensen, First Baptist Church, South Park ave. and Thirty-first st.; Dr. George C. Lorimer, Emanuel Baptist Church, Michigan ave., near Twenty-third st.; Dr. W. M. Lawrence, Second Baptist Church, Morgan and Monroe sts.; Dr. E. P. Goodwin, First Congregational Church, Washington blvd. and Ann st.; Dr. F. A. Noble, Union Park Congregational, Washington blvd. and Ashland ave.; Rt. Rev. William E. McLaren, Episcopal Cathedral, Washington blvd. and Peoria st.; Rev. Dr. Clinton Locke, Grace Episcopal Church, 1445 Wabash ave.; Rt. Rev. Charles E. Cheney, Christ's Episcopal Church, Michigan ave. and Twenty-fourth st.; Rt. Rev. Samuel Fallows, St. Paul's Episcopal, Adams st. and Winchester ave.; J. P. Brushingham, Ada Street M. E. Church, Ada st., between Lake and Fulton sts.; Robert McIntyre, Grace M. E. Church, cor. La Salle ave. and Locust st.; Dr. William Fawcett, Park Avenue M. E. Church, Park ave., corner Robey st.; Frank M. Bristol, Trinity M. E. Church, Indiana ave., near Twenty-fourth st.; Dr. W. T. Meloy, First United Presbyterian Church, Monroe and Paulina sts.; Dr. M. W. Stryker, Fourth Presbyterian Church, Rush and Superior sts.; Dr. John L. Withrow, Third Presbyterian Church, Ashland blvd. and Ogden ave.; Jenkins Lloyd Jones, All Souls' Church, Oakwood blvd. and Langley ave.; T. G. Milsted, Unity Church, Dearborn ave. and Walton place; J. Colman Adams, St. Paul's Unitarian Church, Prairie ave. and Thirtieth st.

Christian Churches.—The Christian Churches of the city are located as follows: FIRST CHURCH, W. Jackson st. and Oakley ave.; CENTRAL, Indiana ave. and Thirty-seventh st.; CHRISTIAN (colored), Apollo Hall, 2730 State st.; WEST SIDE, 303 and 305 S. Western ave.

Congregational Churches.—The Congregational Churches of the city are located as follows: BETHANY, Superior and Lincoln sts.; BETHLEHEM CHAPEL, Hoyne ave. and Nineteenth st.; BOWMANVILLE, Bowmanville; CALIFORNIA AVENUE, California ave. and W. Monroe; CENTRAL PARK, W. Forty-first and Fulton sts.; BRIGHTON, 3207 S. Ashland ave.; CHURCH OF THE REDEEMER, School st., near Evanston ave.; CLINTON STREET, S. Clinton and Wilson sts.; COVENANT, W. Polk st., nw. corner Claremont ave.; CRAGIN, Armitage ave., near Grand ave.; DOUGLAS PARK, 903 Sawyer ave.; DUNCAN AVENUE, Duncan ave., near Seventy-seventh st.; EMANUEL (colored), 2811 State st.; ENGLEWOOD, School and Sixty-fourth sts., Englewood; ENGLEWOOD NORTH, La Salle and Fifty-ninth sts.; ENGLEWOOD TRINITY, Wright and Sixty-ninth sts.; FIRST, Washington blvd., sw. corner Ann st.; FIRST (Scandinavian), Point and Chanay sts.; FORESTVILLE, Champlain ave. and Forty-sixth st.; GERMAN PILGRIM, W. Fulton and W. Forty-first sts.; GRACE, Powell ave. and Cherry pl.; HUMBOLDT PARK, W. Chicago ave., near N. Cali-

fornia ave.; JEFFERSON PARK, Jefferson Park; JOHANNES (German), Franklin st., near Eugenie st.; LAKEVIEW, Seminary and Lill aves.; LEAVITT STREET, Leavitt st. and sw. corner W. Adams st.; LINCOLN PARK, Garfield ave. and Mohawk st.; MILLARD AVENUE, S. Central Park ave., se. corner W. Twenty-third; NEW ENGLAND, Dearborn ave. and Delaware pl.; PACIFIC, Cortland and Ballou sts.; PLYMOUTH, Michigan ave., near Twenty-sixth st.; RAVENSWOOD, Commercial and Sulzer sts.; ROSEHILL, Rosehill; SARDIS (Welch), Peoria st., near Jackson st.; SOUTH, Drexel blvd., nw. cor. Fortieth st.; SOUTH (German), Ullman st. and James ave.; SOUTH PARK, Madison ave. and Fifty-sixth st.; SUMMERDALE, near Summerdale depot, Lake View; TABERNACLE, W. Indiana st., se. corner Morgan st.; UNION PARK, S. Ashland ave. and Washington blvd.; UNION TABERNACLE, S. Ashland ave. and W. Twentieth; WARREN AVENUE, Warren ave., sw. cor. Albany ave.; ZION, Fifty-sixth and S. Green sts.

Congregational Missions.—The following are the Mission Churches conducted by the Congregationalists: ARMOUR, Thirty-third st., near Butterfield st.; ASHLAND AVENUE, Ashland ave. and Twelfth st.; CALIFORNIA AVENUE, California ave. and Fillmore st.; CHINESE, Washington blvd. and S. Ann st.; COMMERCIAL AVENUE, Commercial ave., near Ninety-sixth st. (S. C.); DOREMUS, Butler st., near Thirty-first st.; GRACELAND, near Graceland Cemetery; HARRISON STREET, Harrison st., near Halsted st.; HOUSE OF HOPE, 210 W. Indiana st.; HOYNE AVENUE, W. Nineteenth st., near Leavitt st.; OAKLEY AVENUE, W. Indiana st., near Oakley ave.; PULLMAN (Swedish), Pullman; ROBEY STREET, N. Robey, near Clybourne ave.; SEDGWICK, Sedgwick and Blackhawk sts.; SWEDISH, 704 W. Lake st.; THIRTEENTH STREET, 533 W. Thirteenth st.; W. HARRISON STREET, W. Harrison st., near Kedzie ave.; WENTWORTH AVENUE (Swedish), Wentworth ave. and Thirty-ninth st.

Baptist Churches.—The Baptist Churches of the city are located as follows: BELDEN AVENUE, N. Halsted st. and Belden ave.; BETHANY, Lock and Bonaparte sts.; BETHESDA (Colored), Thirty-fourth st., se. cor. Butterfield st.; CENTENNIAL, W. Jackson st., cor. Lincoln st.; COVENANT, No. 330 Sixty-third st.; FIRST, Englewood ave., near Stewart ave.; ENGLEWOOD (Swedish), Wentworth st., south of Forty-ninth st.; EVANGEL, Dearborn and Forty-seventh sts.; FIRST, South Park ave. and Thirty-first st.; FIRST (German), Bickerdike and W. Huron sts.; FIRST (Swedish), Oak st., near Sedgwick st.; FOURTH, Washington blvd., nw. cor. Paulina st.; HUMBOLDT PARK, Humboldt and Cortland sts.; HYDE PARK, Madison ave. and Fifty-fourth st., Hyde Park; IMMANUEL (W. S.), Michigan ave., near Twenty-third st.; IRVING PARK, Irving Park; LAKE VIEW, School st., near Lincoln ave.; LA SALLE AVENUE, La Salle ave., near Division st.; MEMORIAL, Oakwood blvd., near Cottage Grove ave.; MILLARD AVENUE, Millard ave., se. cor. W. Twenty-fourth st., Lawndale; MISSION, W. Lake st., near W. Forty-third st.; NORTH ASHLAND AVENUE, N. Ashland ave., near W. North ave.; OLIVET (Colored), Harmon ct. and Holden pl.; PROVIDENCE (Colored), 26 N. Irving pl.; PULLMAN (Swedish), Pullman; SCANDINAVIAN BETHEL, Rockwell st., near Humboldt Park; SCANDINAVIAN PILGRIM, N. Carpenter and Ohio sts.; SECOND, Morgan st., sw. cor. W. Monroe st.; SECOND (German), Burling and Willow sts.; SECOND (Swedish), 3018–3020 Fifth ave., near Thirty-first st.; SOUTH CHICAGO, South Chicago; SOUTH CHICAGO (Colored); SOUTH CHICAGO (Swedish), Fourth ave. and Ninety-eighth st.; WESTERN AVENUE, Warren ave., nw. cor. N. Western ave.

Baptist Missions.—The following are the Mission Churches conducted by

DREXEL FOUNTAIN AND SUN-DIAL, WASHINGTON PARK.

the Baptists: BOHEMIAN, Throop and Sixteenth sts.; CONGRESS, Washtenaw ave. and Flournoy st.; DEARBORN, 3740 State st.; HASTINGS STREET, Hastings st. near Ashland ave.; HOPE, Noble st., sw. corner W. Superior; OGDEN AVENUE, 643 Ogden ave., in connection with Centennial Church; RAYMOND, Poplar ave. and Thirtieth st.; WABANSIA, 353 Wabansia ave.

Evangelical Association of North America (*German*).—The location of the churches of this denomination is as follows: Chicago District, Presiding Elder, Rev. A. Fuessele, residence 658 Sheffield ave. ADAMS STREET, W. Adams and Robey sts.; FIRST, Thirty-fifth and Dearborn sts.; CENTENNIAL, W. Harrison, sw. corner Hoyne ave.; HUMBOLDT PARK, Wabansia ave., corner N. Rockwell st.; LANE PARK, Roscoe and Bosworth sts.; SALEM, W. Twelfth and Union sts.; SECOND, Wisconsin and Sedgwick sts.; EMANUEL, Sheffield ave., ne. corner Marianna st.; ST. JOHN'S, Noble and W. Huron sts.

Evangelical Lutheran (*English*) *Churches.*—The Evangelical Lutheran (English) Churches of the city are located as follows: CHURCH OF THE HOLY TRINITY, 398 La Salle ave.; GRACE, Belden ave. and Larrabee st.; ST. PAUL'S, Fairfield and Hoyne aves.; WICKER PARK, N. Hoyne ave., nw. corner LeMoyne st.

Evangelical Lutheran (*Danish*).—The Evangelical Lutheran (Danish) Churches of the city are located as follows: ST. STEPHENS, Dearborn and Thirty-sixth sts.; TRINITY, 440 and 442 W. Superior st.; BETHEL, W. Lake and Forty-second sts.

Evangelical Lutheran (*German*).—The Evangelical Lutheran (German Churches of the city are located as follows: BETHLEHEM, N. Paulina and McReynolds sts.; CHRIST, Humboldt and Byron aves.; CHURCH OF THE HOLY CROSS, Ullman st., nw. cor. James ave.; EMANUEL, Twelfth st. and Ashland ave.; GNADEN, 169 and 171 Twenty-third pl., near Portland ave.; NAZARETH, Forest ave., near Fullerton ave.; ST. JACOBI, Fremont st., sw. cor. Garfield ave.; ST. JOHN'S, W. Superior and Bickerdike sts.; ST MARK'S, Ashland ave. and Augusta st.; ST. MATTHEW'S, Hoyne ave., bet. Twentieth and Twenty-first sts.; ST. PAUL'S, Superior and N. Franklin sts.; ST. PETER'S, Dearborn st., south of Thirty-ninth st.; ST. SIMON'S, 1339 W. North ave.; ST. STEPHEN'S, Wentworth ave., northwest cor. Twenty-fifth st.; ST. THOMAS', Washtenaw ave. and Iowa st.; TRINITY (U. A. C.), Hanover st. and Twenty-fifth pl.; TRINITY (West Chicago), 9, 11 and 13 Snell st.; ZION, W. Nineteenth st., cor. Johnson st.

Evangelical Lutheran (*Norwegian*).—The Evangelical Lutheran (Norwegian) Churches of the city are located as follows: BETHNIA, W. Indiana st., se. cor. Carpenter st.; BETHLEHEM, W. Huron st., cor. N. Centre ave.; NORWEGIAN, N. Franklin and Erie sts.; OUR SAVIOUR'S, May and W. Erie sts.; ST PAUL'S, N. Lincoln and Park sts.; ST. PETER'S, Hirsch st. and Seymour ave.; TRINITY, W. Indiana st., sw. cor. Peoria st.

Evangelical Lutheran (*Separatists*) *Churches.*—The Evangelical Lutheran (Separatists) Churches of the city are located as follows: CHURCH OF PEACE, N. Wood and Iowa sts.; FIRST CHURCH, 270 Augusta st., near Samuel st.

Evangelical Lutheran (*Swedish*) *Churches.*—The Evangelical Lutheran (Swedish) Churches of the city are located as follows: MISSION, N. Franklin ave., cor. Whiting st.; GETHSEMANE, May and W. Huron sts.; IMMANUEL, Sedgwick and Hobbie sts.; SALEM, Wentworth ave. and Thirty-fifth st.; TABERNACLE, S. LaSalle and Thirtieth sts.

Evangelical (United) Churches.—The Evangelical (United) Churches of the city are located as follows: First German, St. Paul's, Ohio st., sw. cor. La Salle ave.; Second German Zion, Union st., nw. cor. W. Fourteenth st. Third German, Salem, 368–372 Twenty-fifth st., near Wentworth ave.; Fourth German, St. Peter's, Chicago ave. and Noble st.; Fifth German, St. John's, Cortland st. near Seymour ave.; Sixth German, Bethlehem; Diversey ave. and Lewis st.; St. Luke's Church, sw. cor. Thirty-fifth and Dashiel sts.; Trinity Church, W. Twenty-fourth st., sw. cor. S. Robey st.

Evangelical Reformed.—The First German church of the Evangelical Reformed denomination is located at 177–179 Hastings st.

Episcopal (Reformed) Churches.—The Episcopal (Reformed) Churches of Chicago are located as follows: Synod of Chicago, bishop, Rt. Rev. Charles E. Cheney, D.D. Christ, Michigan ave. and Twenty-fourth st.; Emanuel, Hanover and Twenty-eighth sts.; St. John's, Thirty-seventh st., cor. Langley ave.; St. Mary's, Maplewood; St. Matthew's, Fullerton ave. and Larrabee st.; Trinity, Englewood; Tyng Mission, Archer ave. and Twenty-first st.; St. Ansgarius, Sedgwick st. near Chicago ave.; St. Barnabas', Park ave. and Forty-fourth st.; St. Bartholomew's, Sixty-fifth st. and Stewart ave.; St. George's, Grand Crossing; St. James' Cass and Huron sts.; St. Luke's, 388 S. Western ave.; St. Mark's, Cottage Grove ave. and Thirty-ninth st.; St. Paul's, 4928 Lake ave.

Episcopal Reformed Missionary.—Jurisdiction of the Northwest and West, Rt. Rev. Samuel Fallows, D. D., bishop; St. Paul's Church, W. Adams st., cor. Winchester ave.

Episcopal Churches.—The Episcopal Churches of the city are located as follows—Bishop of Diocese of Chicago, Rt. Rev. William E. McLaren, D. D., D. C. L., office 18 S. Peoria st., residence 255 Ontario st. All Saints', 757 N. Clark; All Saints', Ravenswood; Cathedral SS. Peter and Paul, Washington blvd. and Peoria st.; Calvary, Western av. and Monroe st.; Christ, Sixty-fourth st. and Woodlawn av.; Church of Atonement, Edgewater; Church of Our Savior, Lincoln and Belden aves.; Church of St. Clement, State and Twentieth st.; Church of St. Philip the Evangelist, Archer ave. and Thirty-fifth st.; Church of the Ascension, N. La Salle and Elm; Church of the Epiphany, S. Ashland ave., corner W. Adams; Church of the Good Shepherd, Lawndale ave. and Twenty-fourth st.; Church of the Transfiguration, Prairie ave. and Thirty-ninth st.; Grace, 1445 Wabash ave., near Sixteenth st.; St. Alban's, State st. near Thirty-ninth st ; St. Andrew's, Washington blvd. and Robey st.; St. John's, (So. Chicago), Commercial ave. and Ninety-second st.; St. Peter's, 1532 N. Clark; St. Stephen's, Johnson st., near W. Taylor st.; St. Thomas' (colored), Dearborn st., near Thirtieth st.; Trinity, Michigan ave. and Twenty-sixth st.

Episcopal Missions and Chapels.—The Missions and Chapels conducted by the Episcopalians are as follows: Advent Mission, W. Madison, near Albany ave.; Chapel of St. Luke's Hospital, 1430 Indiana ave.; Douglas Park Mission, superintendent, Rev. H. W. Scaife, M. D.; Home for Incurables, Ellis ave., south of Fifty-fifth st.; Mission of Nativity, W. Indiana st., near Lincoln st.; Sisters of St. Mary Chapel, 2407 Dearborn st.; St. James' Mission, Elm st.; St. Michael's and All Saints' Mission, 4333 Ellis ave.; Trinity Mission, S. Halsted and Thirty-first sts.

Free Methodist Churches.—The Free Methodist Churches of Chicago are

located as follows: First, 49 N. Morgan st.; Second, 447 Ogden ave.; South Side, 5259 Dearborn st.; Milwaukee Avenue, Mozart st., near Armitage ave.; South Chicago, So. Chicago.

Independent Churches.—The Independent Churches of Chicago are located as follows: Chicago Avenue (Moody's), Chicago ave. nw. corner La Salle ave.; Central Church (Swing's), Central Music Hall, State st., se. corner Randolph st.; Market Street Mission, 38 Kinzie st.; People's Church (Thomas'), McVicker's Theatre.

Jewish Synagogues.—The Jewish Synagogues of the city are located as follows: Anshe Emes, 341 Sedgwick st.; Anshe Kanesses Israel, se. cor. Judd and Clinton sts.; Anshe Russia-Pola-Sedek, 519 S. Canal st.; Congregation Beth Hamedrash Hach-Odosch, 439 Clark st.; Congregation Beth Hamedrash, 134 Pacific ave.; Congregation B'nai Abraham, se. cor. Wright st. and Newberry ave.; Congregation Emanuel, 280 and 282 N. Franklin st.; Congregation Ohaveh Emunah, 386 Clark st.; Congregation Ohaveh Sholom, 582 S. Canal st.; Congregation of the North Side, ne. cor. Rush st. and Walton pl.; Congregation Moses Montefiore, 130 Augusta st.; Congregation Bethel, N. May st., near W. Huron st.; Kehilath Anshe Maariv (Congregation of the men of the West), Indiana ave. and Twenty-sixth st.; Kehilath B'nai Sholom (Sons of Peace), 1455 Michigan ave.; Sinai Congregation, Indiana ave. and Twenty-first st.; Zion Congregation se. cor. Washington blvd. and Ogden ave.

Methodist Episcopal Churches.—The Methodist Episcopal Churches of the city are located as follows: Ada Street, Ada st., between W. Lake and Fulton sts.; Asbury, 3120 and 3122, Fifth ave.; Avondale, Avondale; Bethany, ne. cor. Francisco and W. Jackson sts.; Brighton Park, nw. cor. Thirth-eighth st. and Washtenaw ave.; Centenary, 295 W. Monroe st., near Morgan st.; Chicago Lawn, Chicago Lawn; Deering, nw. cor. Ward and Dunning sts.; Douglas Park, 623 S. Washtenaw ave.; Erie Street, W. Erie st. near N. Robey st.; Fifty-Fourth Street, Fifty-fourth and Peoria sts.; First, Clark and Washington sts.; Forty-Seventh, Forty-seventh and Dreyer sts.; Fulton Street, 891 and 893 Fulton st., west of Oakley ave.; Grace, La Salle ave. and Locust st.; Halsted Street, 778 to 784 S. Halsted st.; Lincoln Street, se. cor. Ambrose and S. Lincoln sts.; Marie Chapel, sw. cor. Twenty-third pl. and Wentworth ave.; Marshfield Avenue, Marshfield st., south of W. Van Buren st.; Northwest, Homer st., west of junct. Milwaukee and Western ave.; Oakland, sw. cor. Langley ave. and Oakland blvd.; Park Avenue, se. cor. Robey st. and Park ave.; Paulina Street, 3342 S. Paulina st., near Archer ave.; Sacramento Avenue, Sacramento ave., head of Adams st.; Sheffield Avenue, Sheffield ave. and George st.; Simpson Mission, La Salle and Fifty-ninth sts.; South Chicago, ne. cor. Ninety-first st. and Superior ave.; South Park Avenue, Thirty-third st. and South Park ave.; State Street, 4637 State st.; St. Paul's, W. Taylor st. and Center ave.; Leavitt and DeKalb Streets, near Ogden ave.; Trinity, Indiana ave. near Twenty-fourth st.; Wabash Avenue, Fourteenth st. and Wabash ave.; Wesley, 1003 and 1009 N. Halsted st.; Western Avenue, W. Monroe st. and Western ave.; Wicker Park Mission, Milwaukee and W. North aves.; Winter Street, N. W. Gordon and Dashiel sts.; Woodlawn Park, Woodlawn Park.

Methodist Episcopal (African) Churches.—The Methodist Episcopal (African) Churches of the city are as follows: Allen, Avondale; Bethel, 239

Third ave.; QUINN'S, Fourth ave., near Van Buren st.; ST. STEPHEN'S, 682 Austin ave.; ST. PAUL'S, Dearborn st., between Twenty-ninth and Thirtieth sts.

Methodist Episcopal (Bohemian) Churches.—The Methodist Episcopal (Bohemian) Churches of the city are located as follows: FIRST, 778 S. Halsted st.; SECOND, 447 S. Desplaines st.; THIRD, Paulina and Eighteenth sts.

Methodist Episcopal (German) Churches.—The Methodist Episcopal (German) Churches of the city are located as follows: ASHLAND AVENUE, 485 N. Ashland ave.; CENTENNIAL MISSION, Wellington and Sheffield aves., Lake View; CENTER STREET, nw. cor. Dayton and Centre sts.; CLYBOURNE AVENUE, 51 and 53 Clybourne ave.; DEERING MISSION, Clybourne ave., near Fullerton ave.; EBENEZER, sw. cor. Thirty-first and Ullman sts.; FULLERTON AVENUE, ne. cor. N. Western ave. and W. Fullerton ave.; IMMANUEL, W. Nineteenth and Laflin sts.; MAXWELL STREET, 308 Maxwell st.; PORTLAND AVENUE, se. cor. Twenty-eighth st. and Portland ave.; ROBEY STREET MISSION, Robey st., near W. Twelfth st.; SOUTH CHICAGO MISSION, South Chicago; WENTWORTH AVENUE, Wentworth ave., south of Thirty-seventh st.

Methodist Episcopal (Norwegian) Churches.—The Methodist Episcopal (Norwegian) Churches of the city are located as follows: IMMANUEL, W. Huron and Bickerdike sts.; FIRST, se. cor. Sangamon and W. Indiana sts.; MAPLEWOOD AVENUE, 785 Maplewood ave.

Methodist Episcopal (Swedish) Churches.—The Methodist Episcopal (Swedish) Churches of the city are located as follows: ATLANTIC STREET, Atlantic and Fifty-second sts.; ENGLEWOOD, Sixty-seventh street and Stewart ave.; FIRST, N. Market and Oak sts.; HUMBOLDT PARK, Fairfield ave., near North ave.; LAKE VIEW, Baxter st. and Noble ave.; MAY STREET, N. May st., between W. Ohio and Erie sts.; PULLMAN, Arcade blvd., Pullman; FIFTH AVENUE, ne. cor. Thirty-third st. and Fifth ave.; SWEDISH MISSION, Chicago ave., opposite Milton ave.

Presbyterian Churches.—The Presbyterian Churches of the city are located as follows: BELDEN AVENUE, Belden and Seminary aves.; BETHANY, Humboldt Park blvd., north of Humboldt Park; CAMPBELL PARK, Leavitt st, and Campbell Park; BROOKLINE, Brookline; CENTRAL PARK, W. Madison. nw. cor. Sacramento ave., Occidental Hall; CHURCH OF THE COVENANT, se. cor. Belden ave. and N. Halsted st.; EIGHTH CHURCH, nw. cor. Robey and Washington blvd.; FIFTH CHURCH, Thirtieth st. and Indiana ave.; EMERALD AVENUE, Emerald ave. and Sixty-seventh st.; FIRST CHURCH OF ENGLEWOOD, Sixty-fourth and Yale sts.; FIRST CHURCH, Indiana ave. and Twenty-first st.; FIRST (German) CHURCH, Howe and Centre sts.; FIRST (Scotch Church), S. Sangamon and W. Adams sts.; FIRST (United Church), S. W. Paulina and W. Monroe sts.; FORTY-FIRST STREET, Prairie ave. and Forty-first st.; FOURTH, Rush and Superior sts.; FULLERTON AVENUE, nw. cor. Larrabee st. and Fullerton ave.; GRACE (colored), 3233 State st.; HOLLAND, Noble and W. Erie sts.; HYDE PARK, Hyde Park; IMMANUEL, Archer ave. and Thirty-first st.; JEFFERSON PARK, W. Adams and Throop sts.; LAKE, nw. cor. Forty-second and Winter sts.; LAKE VIEW, Evanston ave. and Addison st.; MORELAND, Fulton and W. Forty-eighth sts.; NORMAL PARK, Seventy-second st. and Wentworth ave.; PULLMAN, Pullman; RAILROAD CHAPEL, 1419 State st.; REUNION, sw. cor. Hastings st. and S. Ashland ave.; SECOND, Michigan ave. and Twentieth st.; SIXTH, Vincennes and Oak aves.; SIXTIETH STREET, Sixtieth and School sts.; SOUTH CHICAGO, South Chicago; THIRD, S. Ashland and Ogden

DEARBORN PASSENGER STATION.

aves.; WESTMINSTER, 161 S. Peoria st., cor. W. Jackson st.; WELSH, ne. cor. Sangamon and W. Monroe sts.; WOODLAWN PARK, Woodlawn Park.

Presbyterian Missions.—The missions conducted by the Presbyterians are located as follows: BURR, se. cor. Twenty-third st. and Wentworth ave.; HOPE, Augusta st., near Western ave.; MOSELEY, 2539 Calumet ave.; ONWARD, W. Indiana st. and Hoyne ave.; GROSS PARK, Cornelia st. and N. Ashland ave.; CHRIST CHAPEL, Centre and Orchard sts.; WEST OHIO STREET, W. Ohio st., near Lawndale ave.; ELSTON AVENUE, Elston ave., near Fullerton ave.; LARRABEE STREET, Larrabee st., near Clybourne ave.; COLORADO AVENUE, Colorado ave., near W. Harrison; WENTWORTH AVENUE, Wentworth ave., near Forty-third st. Services are held at all these Missions at 3 P. M. Sundays.

Presbyterian Church (United.)—FIRST CHURCH, located at the corner of W. Monroe and South Paulina sts.

Roman Catholic Churches.—Archbishop of Chicago, Most Rev. Patrick A. Feehan, D.D.; vicar general, Very Rev. D. M. J. Dowling; chancellor and secretary, Rev. P. J. Muldoon, 311 Superior st. The Roman Catholic Churches of the city are located as follows: CATHEDRAL OF THE HOLY NAME, Superior and N. State sts.; ALL SAINTS' CHURCH, sw. cor. Twenty-fifth pl. and Wallace st.; CHAPEL OF OUR LADY OF MERCY, St. Paul's Home; CHURCH OF NOTRE DAME, DE CHICAGO (French), Vernon Park pl. and Sibley st.; CHURCH OF OUR LADY OF GOOD COUNSEL (Bohemian), Western ave. and Cornelia st.; CHURCH OF OUR LADY OF MOUNT CARMEL, Wellington and Beacher sts.; CHURCH OF OUR LADY OF SORROWS, 1406 W. Jackson st; CHURCH OF THE ANNUNCIATION, sw. cor. Wabansia ave. and N. Paulina st.; CHURCH OF THE ASSUMPTION (Italian), Illinois st., near N. Market st.; CHURCH OF THE HOLY ANGELS, 282 Oakwood blvd.; CHURCH OF THE HOLY ANGELS, Hoyne ave.; CHURCH OF THE HOLY FAMILY, May and W. Twelfth sts.; CHURCH OF THE HOLY ROSARY, sw. cor. S. Park ave. and One Hundred and Thirteenth st., Roseland; CHURCH OF THE IMMACULATE CONCEPTION, N. Franklin st., north of Schiller st.; CHURCH OF THE NATIVITY, Thirty-seventh and Dashiel sts.; CHURCH OF THE SACRED HEART, se. cor. W. Nineteenth and Johnson sts.; CHURCH OF THE VISITATION, Fifty-first and Morgan sts.; HOLY TRINITY (German), S. Lincoln and Taylor sts.; HOLY TRINITY (Polish), Noble and Ingraham sts.; IMMACULATE CONCEPTION B. V. M. (German), 2944–2946 Bonfield st., near Archer ave.; IMMACULATE CONCEPTION B. V. M. (Polish), nw. cor. Eighty-eighth st. and Commercial ave.; ST. ALBERT'S CHURCH (Polish), W. Seventeenth and Paulina sts.; ST. AGNES', S. Washtenaw ave., near Thirty-eighth st.; ST. ALOYSIUS' (German), Thompson and Davis sts.; ST. ALPHONSUS' (German), Lincoln and Southport aves.; ST. ANN'S, Fifty-fifth st. and Wentworth ave.; ST. ANTHONY OF PADUA (German). se. cor. Twenty-fourth pl. and Hanover st.; ST. AUGUSTIN'S (German), Fifty-first and Laflin sts.; ST. AUGUSTIN'S (colored), 2251 Indiana ave.; ST. BERNARD'S, Sixty-sixth st. and Stewart ave.; ST. BERNARD'S CHURCH (French), Brighton Park; ST. BONIFACE'S (German), Cornell and Noble sts.; ST. BRIDGET'S, Archer ave. and Church pl.; ST. CECELIA'S, Bristol st., near Wentworth ave.; ST. CHARLES BORROMEO'S, 87–91 Cypress st.; ST. COLUMBKILL'S, N. Paulina and W. Indiana sts.; ST. ELIZABETH'S, ne. cor. State and Forty-first sts.; ST. FRANCIS OF ASSISIUM (German), W. Twelfth st. and Newberry ave.; ST. FRANCIS DE SALES, Ewing ave. and One Hundred and Second st.; ST. FRANCIS XAVIER (German), Avondale; ST. GABRIEL'S, se. cor. Wallace and Forty-fifth sts.; ST. GEORGE'S (German), 3915 Fifth ave.;

ST. HEDWIG'S (Polish), North side Kosciusco, bet. N. Hoyne ave. and St. Hedwig st.; ST. JAMES', Wabash ave. and Thirtieth st.; ST. JARLATH'S, Hermitage ave. and W. Jackson st.; ST. JOHN'S, Eighteenth and Clark sts.; ST. JOHN NEPOMUCENE'S (Bohemian), Twenty-fifth st. and Portland ave.; ST. JOHN THE BAPTIST (French), Thirty-third ct., near S. Wood st.; ST. JOSEPH'S (German), N. Market and Hill sts.; ST. JOSEPH'S (Polish), Forty-eighth and Paulina sts.; ST. JOSAPHAT'S (Polish), nw. cor. Ward st. and Belden ave.; ST. LAWRENCE'S, Seventy-fifth st., near Brooks ave., Grand Crossing; ST. LEO'S, Wright st. and Schorling ave., Auburn Park; ST. LOUIS, Pullman; ST. MALACHY'S, Walnut st. and Western ave.; ST. MARTIN'S (German), Forty-ninth and School sts.; ST. MARY'S, Wabash ave. and Eldridge ct.; ST. MARY'S OF PERPETUAL HELP (Polish), 901 Thirty-second st., near Ullman st.; ST. MATHIAS', Bowmanville; ST. MICHAEL'S (German), Eugenie st. and Cleveland ave.; ST. PATRICK'S, Commercial ave., near Ninety-fifth st., South Chicago; ST. PATRICK'S, S. Desplaines and W. Adams sts.; ST. PAUL'S (German), S. Hoyne ave. and Ambrose st.; ST. PETER'S (German), Clark and Polk sts.; SS. PETER AND PAUL, Ninety-first st. and Exchange ave., South Chicago; ST. PHILIP'S, Park ave. and W. Forty-third st.; ST. PIUS', se. cor. W. Nineteenth st. and S. Ashland ave.; ST. PROCOPIUS' (Bohemian), Allport and W. Eighteenth sts.; ST. ROSE OF LIMA, Ashland ave., near Forty-eighth st.; ST. STANISLAUS KOSTKA'S (Polish), Noble and Ingraham sts.; ST. STEPHEN'S, N. Sangamon and W. Ohio sts.; ST. SYLVESTER'S, California and Shakespeare aves.; ST. TERESA'S (German), Centre and Clyde sts.; ST. THOMAS', Fifty-fifth st., Hyde Park.; ST. VIATEUR'S, Belmont and Crawford aves.; ST. VINCENT DE PAUL'S, Webster ave. and Osgood st.; ST. VITUS, Paulina and Van Horn sts.; ST. WENCESLAUS' (Bohemian), 173 De Koven st.

Swedenborgian (New Jerusalem) Churches.—The Swedenborgian (New Jerusalem) Churches of the city are located as follows: NEW CHURCH TEMPLE, Van Buren st., east of Wabash ave.; GERMAN CONGREGATION, 410 W. Chicago ave.

Unitarian Churches.—The Unitarian Churches of the city are located as follows: ALL SOULS', Oakwood blvd., se. corner Langley ave.; CHURCH OF THE MESSIAH, Michigan ave. and Twenty-third st.; THIRD, nw. cor. Laflin and W. Monroe sts.; UNITY, se. cor. Walton pl. and Dearborn ave.

Universalist Churches.—The Universalist Churches of the city are located as follows. CHURCH OF THE REDEEMER, ne. cor. Robey st. and Warren ave.; CHURCH OF OUR FATHER, Grant pl. and Larrabee st.; ST. PAUL'S, Prairie ave. and Thirtieth st.; ENGLEWOOD, Sixty third st., Englewood; RAVENSWOOD, Ravenswood; RYDER, Woodlawn Park.

Miscellaneous Churches.—Churches not mentioned above are located as follows: CENTRAL MEETING OF FRIENDS, Room 4 Athenæum bldg, services every 1st day at 10:45 A. M.; DISCIPLES OF CHRIST, meet every 1st day at 10:30 A. M. and 7:30 P. M. at 23 and 25 Kendall st.; DISCIPLES OF JESUS THE CHRIST, meet at 156 Evergreen ave.; FIRST SOCIETY OF SPIRITUALISTS, meet at 55 S. Ada at 10:45 A. M. and 7:45 P. M., Sundays; SOUTH SIDE MEDIUMS' SOCIETY, meets Sundays at 159 Twenty-second; RADICAL PROGRESSIVE SPIRITUALIST ASSOCIATION, meets Sundays at 517 W. Madison; YOUNG PEOPLE'S PROGRESSIVE ASSOCIATION, meets Sundays at Thirty-fifth st. and Indiana ave.; FRIENDS (ORTHODOX) MEETING-HOUSE, Twenty-sixth st., bet. Indiana and Prairie aves., services 10:30 A. M.; GERMAN ADVENT, 272 and 274 Augusta st., services 10 A. M. and 7:30 P. M.; SCANDINAVIAN CHAPEL, 269 W. Erie st., services Saturday, 10 A. M.

CITY RAILWAY SERVICE.

The City railway, or intramural service of Chicago, embraces horse-car, cable, electric and elevated railroads. The great existing street-car companies operating horse and cable lines are the Chicago City Railway Company, which operates the lines of the South Side; the West Chicago City Railway Company, which operates the lines of the West Side, being practically the owner of the Chicago Passenger Railway Company, which also operates lines in that division of the city; and the North Chicago Street Railroad Company, which operates the lines of the North Side. The South Chicago City Railway Company is an independent line. The West Chicago, North Chicago and Chicago Passenger Railway Company are under one management, Mr. Charles T. Yerkes being president. Chicago, according to the last census, stands third in length of street railways, as follows: Philadelphia, 283 miles; Boston, 201 miles; Chicago, 185 miles; New York, 177 miles. But when we take miles of track, including sidings and switches, the ratio is changed as follows: Chicago, 375 miles; New York, 369 miles; Boston, 329 miles; Philadelphia, 324 miles.

CHARACTER OF THE SERVICE.—In view of all the surrounding circumstances, many of which have contributed toward making street car transportation in Chicago difficult, the service rendered the public by the different street railway companies is unsurpassed in any city in the world. Yet in no city in the country, probably, have street car companies been subjected to more severe and unfair criticism. The basis of this criticism has usually been a comparison with the lines operated in other and smaller places, and in population centers where the conditions are entirely unlike those which have to be contended with in Chicago. The West and North Side companies have borne the brunt of the ill-natured and unreasonable abuse, which certain papers sent broadcast without as much as deigning intelligent inquiry as to the causes of such public annoyance as has occurred. Especially is this the case in the matter of stoppages and accidents of various kinds, all of which have been susceptible of satisfactory explanation, and that without the slightest reflection on the several managements, or the city. The climatic difficulties, for instance, have not been the slightest of the causes, nor yet the easiest to overcome in perfecting the several cable systems. We have here the greatest extremes of heat and cold, the variations at times having been as radical as 60° in twenty-four hours. Common intelligence understands at a glance that such a condition means the great contraction and expansion of metals, and opens up a long line of impediments in the successful operating of machinery exposed to the elements, to say nothing of the effect on the slot rails of cable roads. These great extremes are not experienced in cities like San Francisco, St. Louis, Cincinnati, or New York, yet the critics seem to have forgotten this. In many of the cities, too, it is unusual for a "grip" car to haul more than one trailer. But in Chicago the South, North and West Side lines always draw two, and often three trailers, and consequently much heavier loads than are carried in other places. Then, again, nowhere else do the "grips" run so close together as here, especially in the early morning and evening hours when they are often not more than a quarter of a minute apart. This, however, is only a mere taste of the exactions on

the West and North Side systems by comparison, for while on most cable roads the tracks are straight and run on a level, here they bend around blocks in the formation of return "loops," and while on the "loops" climb steep tunnel grades, and this when they are loaded the heaviest. For instance, the West Madison street train coming east turns at Jefferson and Madison sts., at Jefferson and Washington (going into the tunnel beneath the river), at Washington and Fifth ave. (having passed under the river), at Fifth ave. and Madison, and at Madison and La Salle; and going west, at La Salle and Randolph, at Randolph and Fifth ave., at Fifth ave. and Washington, at Washington and Jefferson, and at Jefferson and Madison. The service of the North Side cable is equally, if not more, exacting—its loop being longer, its curves shorter, and the engineering difficulties more complicated. In a word, nowhere else are like demands made on cable roads, for while it is true that other systems have "loops," it is also true that, from the nature of their termini they are used as switches to haul empty cars around; then, again, the further fact that the systems spoken of are the only ones in the country that have tunnels as parts of their "loops" should not be lost sight of in making comparisons. But, with it all, the service of these particular systems is simply marvelous in its regularity, and at the same time makes the dream of rapid transit a reality. The cars are comfortable, the roads thoroughly equipped.

Increasing Traffic.—The traffic on the street car lines and suburban railways is increasing at an enormous rate annually. The street cars in all divisions of the city are over-crowded almost constantly. The North, West and South Side cars are all carrying more people than they were built to carry, but still the number of passengers is increasing every day. The suburban trains are all crowded. On the Illinois Central the same state of affairs exists. That road has 108 trains every day to accommodate its suburban traffic, and, although from five to twelve cars on each train, which run half an hour apart, except in the early morning and evening hours, when there is an interval of five minutes between trains, the seats are always filled, and often people are standing as near together as possible, in every car. When a train is a few minutes late the crowding is worse. The Northwestern and St. Paul trains are also crowded, while the newer roads, which are just developing a suburban region, can scarcely keep up with the tax upon their rolling stock.

Pay of Cable Employés.—The conductors and gripmen receive pay according to the number of trips made. On the Cottage Grove line the runs are numbered from 1 to 113 and on State st. from 1 to 111. In addition to the force that runs these cars are sixty-five extra gripmen and conductors on the Cottage Grove line and nearly an equal number on the State st. line. A "regular" has his "run" as long as he can do his work. An "extra" goes on only when one of the "regulars" is off, or when extra cars are put on. Consequently all the employes desire to become regulars. On the Cottage Grove line the conductors and gripmen receive forty-two cents for a round trip from Thirty-ninth st. north, and sixty cents for a round trip over the entire length of the line. On the State st. line the pay is forty and fifty-six cents respectively. The average time required to make the trip from Thirty-ninth st. is 115 minutes, which gives each conductor and gripman about $3.20 a day.

Steam Railroad Service.—It should be borne in mind that in addition to the street railways of this city it has a steam railroad service, in connection with the suburban lines of several of the great railroad companies, which

adds immensely to the transportation facilities of the public between points within the corporate limits. It is a well-known fact that the Illinois Central railroad suburban trains carry more passengers than any other suburban line in the world. The suburban trains of the company carried 15,000,000 passengers in 1890. Of this number fully four-fifths were passengers carried between points within the city limits. The Chicago & North-Western; the Chicago, Rock Island and Pacific; the Chicago, Burlington & Quincy; the Chicago, Milwaukee & St. Paul; the Northern Pacific; the Grand Trunk; the Eastern Illinois, and other railroad companies do a heavy suburban business. Without the supplementary aid of these lines it would be impossible for the existing lines of street railways to meet the demands of the public for transit.

Chicago City Railway Company.—This is the company which operates the South Side cable system. During the past eighteen years the property has grown from 22½ miles of track to 152, and from 60 bobtail cars to 1,250 of the largest and best. Its revenue has increased from $600,000 a year to nearly three and one-half millions; its patronage from 30,000 passengers a day to 200,000; the speed of its cars from five miles an hour to an average of ten miles an hour. The company has developed a cable system second to none in the world in extent, efficiency, and public regard. During these eighteen years not a single strike occurred among the employes of the company.

Business Done in 1890.—During 1890 the Chicago City Railway, or, as it is now familiarly known, the South Side cable line, carried 68,734,969 passengers, producing a revenue to the company of $3,436,748. Of this, $2,311,455 was earned by the cable cars, and $1,125,293 by the horse cars. The cost of operating the road was $2,297,651, leaving for net earnings $1,139,097. Out of this there was paid for interest $220,270, and four dividends of 3 per cent. each on a capital of $5,000,000, amounting to $600,000—$820,270—leaving a surplus of $318,826. After paying all operating expenses, interest, and dividends, the net earnings, after paying interest, were equal to 18.37 per cent. on the capital. The year was the most prosperous in the history of the company, as the gross earnings exceeded those of 1889 by $564,246.70. The average earnings per day were $9,415.75. The average daily earnings exceeded those of 1889 by $1,545, showing that an average of 30,917 passengers were carried every day in 1890, more than the previous year. The percentage of expenses to earnings was 66.85, a decrease of 3.72 per cent. over 1889. The cost of operating per mile per car was, by cable, 9.650 cents; by horses, 21.985 cents. Number of miles run by cable, 12,740,480; number of miles run by horses, 4,859,200.

The net earnings of the road for the last five years were as follows: 1886, $619,253; 1887, $686,259; 1888, $683,338; 1889, $845,339; 1890, $1,139,097.

Equipment of Line.—During 1890 one hundred new open cars were built at a cost of $73,122. The present equipment consists of 222 grip cars and 1,028 other cars. There are 100 new grip-cars in process of construction. The cost of car repairs was $104,876. The track has been increased from 148.74 miles to 152.95, of which 34.19 miles are cable and 118.76 miles are horse line. At the beginning of the year the company owned 2,273 head of horses. During the year there were purchased 635 horses at a cost of $79,460, an average of $125 per head. The number that died was 132, entailing a loss of $17,230. Two hundred and sixty-eight horses were sold for $34,854,

which was $34,257 less than they cost ; making a total loss of horses that died and were sold of $41,487; leaving on hand at the close of the year 2,508 horses.

Officers of the Company.—At the last annual meeting of the stockholders of the company, Mr. C. B. Holmes, who had been its superintendent for eighteen years and its president for a great part of this time, presented his resignation, which was accepted as to the presidency. He was dropped also from the Board of Directors and the following gentlemen were elected: Lambert Tree, Erskine M. Phelps, George H. Wheeler, James C. King, D. K. Pearsons, S. W. Allerton, L. Z. Leiter. Mr. George H. Wheeler was elected president and the superintendency having been offered to Mr. Holmes he declined to accept it. The superintendent at present is Mr. ——— ———. At the meeting above referred to, $5,400,000 of the $6,000,000 of capital stock of the company was represented.

North Chicago Street Railroad Company.—This company operates the horse and cable railroads of the North Division of the city, and is familiarly known as the North Side line.

Business Done in 1890.—The earnings of the North Chicago Street Railway Company in 1890 were $1,972,172; expenses, $1,103,276; net earnings, $868,899; fixed charges, $353,750; surplus, $515,149. The increase of earnings in 1890 over 1889 was $331,656; increase in expenses, $36,010; car mileage of 1860, 6,774,103; number of passengers carried, 39,481,445; number of trips made, 1,080,975.

Extensions During 1891.—Several important extensions of the North Side cable system will be pushed forward during the present year.

System of Operation.—The South Side cable line was the first in operation here, having been opened to the public in 1882. Since that time it has made numerous additions to the length of its track, as well as its equipment. It has three great power-houses, located respectively at State and Twenty-first streets, State and Fifty-second streets, and Cottage Grove avenue and Fifty-fifth street. This line had the advantage from the first of a level and straight roadway. Unlike the North and West Side lines it was not compelled to cross under the river, nor to make many curves at its terminals. The North Side line was the next to change from horse to cable propulsion, and was a decidedly tame affair before the present management took hold of it. The change from horses to the cable, it is estimated, has added 75,000 people to the population of that division of the city and increased the value of real estate $20,000,000 within five years. The Clark Street power-house of the line is magnificently equipped, as is also the loop power-house at the LaSalle street tunnel, and the plant on Lincoln avenue for the operation of that line. There is no finer machinery anywhere, and in the general detail nothing has been spared that could possibly add to the efficiency of the company's service, or the comfort of its patrons. Those who at first were prolific with adverse criticism have become just as lavish in their encomiums of praise, and the entire system is now recognized by the unprejudiced as being without its superior in the country.

Officers of the Company.—The president of the company is Mr. C. T. Yerkes. The directors are: Charles T. Yerkes, W. L. Elkins, W. D. Meeker, and C. A. Spring, Jr.

West Chicago Street Railroad Company.—This company operates the West Side horse and cable system of railways, including the lines of the Chicago

Passenger Railway Company. The capital stock of the West Chicago Street Railroad Company is $10,000,000.

BUSINESS DONE IN 1890.—The gross receipts of the company for 1890 were $3,663,381; operating expenses, $2,202,767; net income, $1,460,613; fixed charges, $755,749; appliable to dividends, $704,864, or about 7 per cent. on the capital stock. The added facilities afforded by the cable increased the receipts of the Milwaukee ave. line 100 per cent., and on the Madison st. line 60 per cent. The number of passengers carried during the year was 75,152,694. This was an increase over 1889 of 13.82 per cent. The cost of carrying each passenger averaged 2.93 cents. This was a decrease of .04 cents. The number of miles the cars traveled was 12,215,903, an increase of 15.57 per cent.

CABLING BLUE ISLAND AVENUE.—It is expected by the company that the work of laying cable track on Blue Island ave., the great southwestern artery of the West Division, will be commenced during 1891.

COMPARATIVE COST OF CABLE AND HORSE PROPULSION.—The average cost of running a horse car a mile has been 18 cents. Cable expenses are much less than that. The average number of miles traveled by a horse each day has been fourteen miles. The average feed required by the horses has been sixteen pounds of grain and ten pounds of hay.

DESCRIPTION OF CABLE SYSTEM.—The West Side system is the newest and most elaborate in the city and second to none in the extent of its resources, or the perfection of its general equipment, and for this reason whatever is said in a descriptive way must naturally be confined to it. This, as well as the North Side road, it will be borne in mind, reaches the South Side or business centre by way of tunnels under the Chicago river. These tunnels were built by the city, and prior to the companies in question using them were mere holes in the ground and represented the waste of so much public money. President Yerkes, however, saw how they could be utilized to abate the bridge nuisance, and otherwise serve the people, and was quick to move in the matter of obtaining their use. In consideration of the city allowing him to use the LaSalle street tunnel he built and donated to the public two double steel steam bridges across the river, one at Wells and the other at Clark street, at a cost of over $300,000. The Washington street tunnel was in a far worse condition when taken hold of—in fact, it had been abandoned—and before it could be used had to be rebuilt at a cost of nearly $200,000. Both tunnels are now totally unlike what they were a few years ago, and the public not only recognizes the wisdom of their present use, but finds in them the abolition of the former waits at the swing bridges, which is worth additional hundreds of thousands of dollars to the city every year.

THE MADISON STREET LINE.—The West Side cable system consists of two distinct lines—the Madison street line, which runs directly west, and the Milwaukee avenue line, which runs northwest. Both lines connect with the down-town "loop" hereafter referred to, and in smoothness of trackage and completeness of equipment are prepared to invite the most rigid investigation and comparison. The power for the operation of the system is supplied from three distinct power-houses, all of which are supplied with the best machinery and appliances that could be obtained. The principal power-house is located at Madison and Rockwell sts., being 210 x 225 feet. It contains two 1,200 horse-power engines, and one of these is going night and day (moving the cars on Madison st.), while the other is held in reserve in case of an accident. The cable running west to Fortieth street is driven at the rate of fourteen miles an

hour, while the one running east is driven ten and a half miles an hour ; the speed of either of them, however, can be increased at will. There is in addition a Corliss engine to propel a loop rope in the power-house, by means of which the cars can be reversed at Rockwell st. whenever it is necessary. The power-house itself is a neat and attractive structure, lighted by electricity, and surmounted by a smoke-stack 175 feet high.

THE MILWAUKEE AVENUE LINE.—The Milwaukee avenue power-house, located at the corner of Cleaver st., in outward appearance and general equipment is very similar to the one on Madison st It is supplied with two Corliss engines of 1,200 horse-power each, which were built by Frazer & Chalmers, of Chicago. These two engines operate the entire Milwaukee ave. system, which extends from Jefferson and Washington sts. to Armitage ave. The west end rope is driven at the rate of twelve miles an hour, while the east end rope is moved at the rate of ten and one-half miles. As with the Madison st. ropes, their speed, however, can be increased or lessened at will.

THE TUNNEL LOOP.—The third power-house is located at the corner of Jefferson and Washington sts., and is where the company's offices are to be found. This station is furnished with two five hundred horse-power Wetherell-Corliss engines, which are used to operate the Washington street tunnel loop. The cars of both the Madison st. and Milwaukee ave. lines are delivered to the cable at this station, and by it they are drawn through the tunnel and around the loop heretofore mentioned. The service of this particular cable is very exacting. At times the heavily loaded trains are but a few seconds apart, yet there is seldom, if ever, any cause for complaint, so perfect are all the details and so elaborate the machinery and appliances. The dynamos for lighting the tunnel are also located at this point, as is also the base of an electric signal system which extends along the several cable lines. By this system the conductor or gripman can communicate with the power-houses and offices at any time, which is an adjunct of almost incalculable advantage in keeping the tracks clear and promptly stopping the machinery in case of accidents from any cause.

THE NEW TUNNEL.—The western section of the new tunnel under the river between Jackson and Van Buren sts., through which the West Side Company will run its cable line for connection with the lines south of Madison st., was completed early in the present year. The eastern section will be completed early in 1892.

TRACKAGE OF THE COMPANY.—During 1890 the company laid seven and one-half miles of new track. Fifty miles of new track will probably be laid during the present year, if the company and the city council come to an understanding regarding rights of way, etc.

OFFICERS OF THE COMPANY.—The officers are: President, Mr. C. T. Yerkes. Directors: C. T. Yerkes, W. L. Elkins, J. B. Parsons, R. C. Crawford, David R. Fraser.

Other Lines Completed and Projected.—The year 1891 will probably see remarkable activity in the building of rapid transit lines of city railway. Among the new lines completed, under way and projected, are the following:

CALUMET ELECTRIC ROAD.—This line is but the beginning of an extensive system to connect the various manufacturing and residence suburbs which now lack proper communication with each other. It extends from the South Chicago Rolling Mills by way of Eighty-ninth st., Mackinaw ave., Harbor ave., Ninety-third st. and Stony Island ave. to Ninety-fifth st. The

AUDITORIUM, STUDEBAKER AND ART BUILDINGS.

Rae system of propulsion by means of overhead wires is employed. It differs from the Sprague and the Thompson–Houston systems chiefly in having a single motor for each car instead of two smaller ones. A speed of from fifteen to twenty miles is attained with entire safety, as the road-bed is firm and the cars are strongly built, weighing more than five tons each. The curves and switches are guarded against accident by an automatic device of which Mr. Loss is the inventor. At the power-house are engines of 125 horse-power, capable of supplying the lines now in existence, that is the one opened yesterday and another already built from Pullman to Cottage Grove ave. and Eighty-seventh street. A connecting line has been opened from South Chicago to the Pullman line at Cottage Grove avenue and One Hundred and Fourth street. As soon as practicable the system will be extended to One Hundred and Fifteenth street, through One Hundred and Fifteenth st., Michigan avenue, One Hundred and Eleventh street, and Vincennes road, around Washington Heights and Morgan Park. Further extensions will probably follow. The overhead system will be removed if an economical and otherwise suitable storage battery appears. It is said that none at present exists.

Carette Lines.—Operated by the Russell Street Carette Company. Office of company, 148 S. Green street. Officers: A. W. Buckwood, president; W. H. Cowles, secretary and general manager; Edward Twitty, treasurer. Organized July 19, 1889. This company operates carette lines over Madison, Adama and Rush streets, from Ashland avenue to Lincoln Park. Number of cars at present in the service, thirty-five; number of horses, three hundred. The company expects to increase its equipment during the next three years to two or three hundred cars. This is the only line that transports passengers without change, between the West and North Sides of the city, covering a portion of the South Side on the way. The Russell Carette is a more comfortable vehicle than any yet introduced to meet the demands of the public for a conveyance which can be operated on streets without tracks. It is much larger and moves much easier than the omnibus. It is provided with a rear platform, which is as low and convenient for elderly persons as the street car platform. A conductor as well as a driver accompanies every carette and the general conduct of the vehicle is similar to that followed in the management of the street car. The carette has the advantage of being able to turn aside from its course to evade other vehicles, while it can pick up and discharge its passengers at the curb line. Each carette will furnish seats comfortably for twenty persons—ten on each side—and in addition there is a seat in front for at least three persons, which is very popular. While the rear platform affords standing room for a number of persons, each carette actually seats twenty-three persons, yet they frequently carry from thirty to forty persons at a time and have had as many as forty-seven passengers on a single trip. The carettes are nicely upholstered, contain spring seats and backs covered with Wilton carpet. The interior is finished with white, natural woods, ash and cherry being used for doors, windows, frames, etc. All trimmings are of bronze.

Cicero and Proviso Street Railway Company.—The electric line operated by this company extends from the terminus of the W. Madison st. cable line, W. Madison and Fortieth sts., to Oak Park. It will be extended further west. The ride is a delightful one, passing as the line does through some of the most beautiful of our western prairie suburbs.

Lake Street Elevated Railroad.—The superstructure of this railroad was completed from Canal street, along Lake street on the West

Side, very nearly to Union Park, in the spring of the present year. Its course in the future is entirely unsettled, but the probabilities are that it will have two branches, one extending toward the northwestern portion of the city, the other extending to the southwestern, while the main stem will follow the line of Lake street into Cicero, passing through the environs of Austin and Oak Park. As far as completed the road is substantially built. It will have a double track, and will be operated in a manner similar to the system employed on the New York elevated roads. The question of securing a South Side terminal, that is, a starting-point on the south side of the city, or in the business district, is not settled. There have been several propositions regarding the establishment of a terminal east of the south branch of the river, but all have been abandoned for the time being at least. The probable route of the line through the business district is via the alley-ways paralleling Lake street, from Market street east. The officers are: President, P. H. Rice; secretary, O. W. Bruner; treasurer, M. C. McDonald. These three constitute an executive board. Directors: P. H. Rice, O. W. Bruner, H. P. Thompson, O. M. Brady, M. C. McDonald, W. H. Fitzgerald, H. P. Holland, T. P. Hicks and Edward Walker.

MILWAUKEE AVENUE ELEVATED ROAD.—The Chicago Transit Company, with a capital stock of $12,000,000, was granted articles of incorporation recently by the Secretary of State. The incorporators are: J. M. Hannahs, who is Vice-president of the Elevated road which expects to run up Milwaukee avenue; H. M. Taylor, and G. W. Stanford. The incorporators say they intend to construct a road that will furnish rapid transit for the North Side residents from some point on the river between State and Market and to build their road on private property, which they will acquire by purchase, lease, or condemnation to some portion of the city where the streets are less crowded. The road will run from the Chicago River to Waukegan, but it is probable it will be elevated only to Evanston, beyond it will be a surface road. The motive power will be electricity.

RANDOLPH STREET ELEVATED RAILROAD.—The company which projected this line, to penetrate the West Division from the heart of the city, via Randolph st., has met with some obstacles in the courts, and its future movements are uncertain.

SOUTH END ELECTRIC RAILWAY.—A new corporation; capital, $100,000. The plan is to connect the territory on the ridge with the Pullman electric lines at One Hundred and Fifteenth, One Hundred and Eleventh, One Hundred and Third, and Ninety-fifth streets, and also to connect at the latter with the Calumet Electric street railroad for South Chicago. The road will be one of the best in the country. The rails used will be of the girder type, weighing seventy pounds to the yard. The electrical apparatus is to be of the very best, involving some new features whereby all noise is obviated and a high rate of speed can be maintained if necessary.

SOUTH SIDE ALLEY "L" ROAD.—An elevated railroad line running from Van Buren st., over the alley between State st. and Wabash avenue, to the southern limits of the city; still incomplete, though being rapidly pushed forward. The entire structure from Thirty-ninth st. to Twelfth st. is now either delivered on the ground or in process of manufacture and ready to be delivered as rapidly as the ground can be cleared. The work of acquiring the right of way is progressing rapidly both by private settlement and condemnation in the courts. The foundations are now in the ground north, nearly to Eighteenth st., and buildings are being removed and torn down as

far north as Twelfth st. Over 150 buildings have thus far been removed or torn down, and all of the owners adjacent to the completed portion of the road are friendly toward the enterprise. The structure erected represents 8,196 lineal feet; weight of structure completed, 7,620,260 pounds; foundations constructed, 430; track completed, 6,141 feet. The track is superior to any heretofore laid in this country, the rails being of first quality steel and weighing ninety pounds to the yard. The rails are connected with a joint, which gives the top of the rail an even surface for the tread of the wheels and prevents the clicking sound frequently heard on surface roads as the wheel passes over the joint. The foundations are built of massive brick and stone masonry, averaging ten feet in depth below the surface and being not less than seven feet square at the bottom, giving a bearing surface of forty-nine square feet. The entire road will be finished before the close of 1892.

CLUBS—ATHLETIC, SPORTING, ETC.

Base Ball Clubs.—In 1890 there were two professional base ball clubs in this city, one under the management of the National League, the other under the management of the Players' League. The latter club has been absorbed by the former organization, the price paid being $25,000. There are two base ball grounds—one on the West Side and one on the South Side. Van Buren street cars reach the former, State street cars the latter. It is probable that the former grounds will be used this year. CHICAGO BASE BALL CLUB—Office at Base Ball Park, Loomis, corner Congress. President, A. G. Spalding; secretary and treasurer, John A. Brown. CHICAGO COMMERCIAL BASE BALL LEAGUE—Meets Fridays at Grand Pacific hotel. President, F. M. Burdick; treasurer, Frank Reames; secretary, John T. Pope. WESTERN ASSOCIATION OF BASE BALL CLUBS—Office 108 Madison. President, J. S. McCormick; secretary, J. A. Roach.

Boat and Yacht Clubs.—CATLIN BOAT CLUB, Lake shore, foot of Pearson. President, Charles Catlin; secretary and treasurer, T. P. Hillinan. CHICAGO CANOE CLUB—A boating organization of the South Side; member of the Western Canoe Association; boat house foot of Thirty-seventh st. C. W. Lee, purser. CHICAGO YACHT CLUB—Commodore, A. J. Fisher; secretary, Harry Duvall, 655 Rookery building; treasurer, F. W. S Brawley. COUNTESS YACHT CLUB—Room 16, 115 Monroe. President, Sidney W. Woodbury; treasurer, T. B. Leiter. EVANSTON BOAT CLUB—Located on Sheridan road (Lake Shore drive) in the suburb of Evanston. Take train at Wells Street depot, Wells and Kinzie sts., North Side, or at Union depot, Canal and Adams sts., West Side. Officers: Frank Winne, president; George Lunt, vice-president; E. C. Angle, secretary; J. B. Ide, treasurer, and James Judd, captain. The club house is an elegant one, and it is the center of the social life of the younger portion of Evanston's society. Among the events looked forward to with pleasurable anticipations by Evanston people is the annual regatta given by the club. Rowing has become a popular amusement with the young people of the town. Many ladies have become experts, and almost any fine day their barks can be seen skimming the surface of the lake. FARRAGUT BOAT CLUB—Located at 3016 and 3018 Lake Park ave. Take Cottage Grove avenue cable line. Organized in 1872. Occupies a handsome brick building, two stories and basement. In the basement are the bowling alley, pool room and lavatories; on the first floor are the parlors, reception room, billiard room, card room and library. On the second floor are a dancing hall and theatre, with equipment of scenery,

etc., and seating capacity of 400. A series of entertainments are given during the winter seasons. The boat house of the club is a one-story brick building on the south shore, foot of Thirty-third st. The club owns about twenty-five boats, including an eight-oared barge, four-oared shells, four-oared gigs, single and double shells, single and double training-boats and pleasure boats of all descriptions. Admission fee, $50; annual dues, $24. FARRAGUT NAVAL ASSOCIATION OF CHICAGO—Meets third Thursdays. Committee: R. S. Critchell; executive officer, H. L. Waite; paymaster, C. B. Plattenberg; secretary, T. L. Johnson. LINCOLN PARK YACHT CLUB—Organized in 1890. Officers: Commodore, James J. Wilson; vice-commodore, S. S. Johnson; rear-commodore, A. E. Back; treasurer, H. A. Paus; secretary, C. O. Andrews; committee on membership, E C. Benniman, D. D. Dutton, C. Johnson. The club consists in the main of those yachtmen, who, during the last season, kept their craft in the new slip at Lincoln Park inside of the new drive that is being constructed along the old Lake-Shore drive, several hundred feet out in the lake. This new slip is the only place around Chicago that can be called a yacht harbor, and, although not completed and not as handy as might be, owing to the continuance of the work on the drive, was used last season by about ten or a dozen yachts as permanent shelter. The owners of these yachts have now organized as a club for co-operation in matters concerning yachting, for economy and safety in taking care of the boats, and in order to be able to look after their interests in submitting suggestions or requests to the Park Commissioners with reference to the new drive and the harbor it encloses. OGDEN BOAT CLUB—Lake Shore, foot of Superior. President, J. V. Clarke, Jr.; secretary, E. W. Bethune; treasurer, J. B. Waldo; captain, C. F. Clarke.

Chicago Athletic Association.—Officers: President, Charles L. Hutchinson; vice-president, Norman B. Ream; treasurer, Joseph F. Bowen; secretary, R. C. Nickerson; directors, Joseph Adams, A. G. Spalding, Owen F. Aldis, Eugene S. Pike, Warren M. Salisbury, Charles Schwartz, W. Vernon Booth, Hobart C. Taylor, B. B. Lamb, P. E. Stanley, M. C. Lightner, Cyrus H. McCormick, Henry Ives Cobb, H. P. Crane, N. K. Fairbank, William H. Hubbard, W. S. McCrea. Location of new gymnasium building, Michigan avenue, adjoining the "Paris Gaities," facing east, only a short walk from business center. This magnificent home for the Chicago Athletic Association was begun in February of the present year. The new building contains the largest and best-equipped athletic club house in the United States and cost $500,000. The ground upon which it stands measures 80x172 feet. The building is of a substantial character, with a front of yellowish brick and gray stone in Venetian style, with tall, diamond-cut windows covering the fourth and fifth floors, which are thrown into one so as to give ample height to the gymnasium. The eighth story has balconies large enough to set tables and chairs upon for those who want to enjoy the fresh air and the prospect upon Lake Michigan. That floor is used for the dining rooms. The ninth and tenth stories have no windows, being lighted by skylights, as they are set apart for the ball courts. The basement contains eight bowling alleys, reaching under the sidewalk, a shooting gallery running the whole depth of the building; a bicycle storage room, with lockers, and connected by an incline with the bicycle club room on the first floor; large storage and repair rooms and the boilers and machinery. The first story is reached by a spacious vestibule in the center of the front, with the business office and reception and coat rooms on either side. A large hall at the top of the steps opens into the lavatory, barber shop and dressing rooms, back of which are the

Turkish and Russian baths, a swimming tank measuring 40x60 feet, and a lounging room. Another door leads from the hall to the bicycle club room, which has a separate entrance from the street to admit wheelmen and their machines, the object being to make it convenient for bicyclists to ride up to the door of the building, store their machines, put on their business suits and leave their wheels there during the day. The second story consists of a large hall in front, with a cafe at the south end, separated by a colonnade, and a billiard room with twenty-six tables. Between the two main rooms are small apartments for the billiard-markers and lavatory and serving room. The third floor contains a library and reading room at the southeast end, with two club rooms adjoining, lavatory, drying room, linen room and office. The rear half is given up to thirty-seven baths, with 1,500 lockers and 106 dressing rooms. The gymnasium occupies the fourth and fifth stories. Three rooms are used for special apparatus, leaving for the gymnasium proper a larger space than is given to any other similar institution in the country. The running track is on a balcony at the height of the fifth story, so as not to interfere with the work of gymnasts. The length of the track is ten laps to the mile. The sixth and seventh stories are occupied by bedrooms, sixty-six in number, with the necessary baths and other requisites. The eighth story is taken up by dining rooms, there being one large general dining room and several private rooms, with the store rooms, kitchen, etc., in the rear. The balconies on this floor can be used by dinner parties. The ninth and tenth stories are thrown into one and contain two racquet courts, a tennis court and five courts with a parlor and marker's rooms. Everything is finished with more regard to substantiality than elegance. The baths are finished with tile and marble, nickel-plated pipes, etc., in the most durable manner. The lounging room on the first floor has two fire-places and a colonnade opening into the swimming-tank. It is furnished with comfortable chairs, divans and lounges. Each of the dressing rooms has a lounge and is comfortably fitted up. The membership numbers 1,400. It is limited to 2,000. The initiation fee is $100 for active members and $50 for non-resident members, with annual dues of $40 and $20, respectively.

Chicago Curling Club.—Curling was introduced into Chicago in 1854. At the start the Chicago Club was composed exclusively of Scotchmen, but since that time it has grown and extended its membership, including several Americans and members of other nationalities. The present officers of the club are: President, David Hogg; vice-president, James McWhirter; secretary, James Duncan; treasurer, Alexander White; representative to the Grand National Curling Club, James White; committee of management, John Campbell, James Ralston, Daniel McKay, Richard Pritchard and Robert McWhirter; honorary members, James Alston, Andrew Wallace, Robert Clark and Alexander Kirkland; regular members, John Angus, John Campbell, James Duncan, Frank Grady, David Hogg, Robert C. Harper, Alexander D. Hannah, James B. Hill, E. W. Kibbie, Walter Keeran, William Manson, Frank Manson, Daniel Manson, John McArthur, Daniel McKay, James McWhirter, George Hoffman, Thomas Nicholson, John Pettigrew, Richard Pritchard, John T. Raffen, James Ralston, George Wood, Alexander White, Alexander Watson, G. Barron, E. Hall, Archibald Savage and G. Hammond. Under the rules of the National Curling Club the club members are not allowed to play matches for money, as from the very beginning every effort has been made to keep the game pure and free even from the semblance of gambling. The rules do not prohibit games between members, however, for

some trophy. The rule in the Chicago Club has been to play matches for certain amounts of money, the winners to donate the spoils to some charity.

Chicago Fencing and Boxing Club.—Organized 1890. Club rooms, 106 E. Randolph street. The object of the organization was to increase the interest in local amateur athletic circles. Officers: President, T. W. Sprague; first vice-president, C. H. Chamberlain; second vice-president, F. E. Willard; secretary, F. H. Wightman; treasurer, C. R. Calhoun; captain, Otto Hassel; first lieutenant, C. T. Essig; second lieutenant, J. P. Keary. The instructor in boxing is Prof. George Siler, one of the oldest and best known boxers in America. The club gives frequent public exhibitions. UNION ATHLETIC CLUB—President, J. F. Cook. Meets at 200 Adams street. CHICAGO ATHLETIC PLEASURE CLUB—Officers: G. S. Smallwood, president and manager; P. Mahoney, vice-president; J. Dullaghan, Jr., secretary, and W. D. Fenner, treasurer.

Cricket Clubs.—CHICAGO CRICKET ASSOCIATION—Annual meeting 1st Tuesday in April at Grand Pacific. CHICAGO CRICKET CLUB (incorporated)—Meets room 5, 170 State. ST. GEORGE CRICKET CLUB—Secretary, W. Lovegrove, 710 N. Wells. WANDERERS' CRICKET AND ATHLETIC CLUB—One of the foremost athletic clubs of Chicago. Composed of cricketers, sprinters, rowers, etc.

Cycling Clubs.—Among the cycling organizations of Chicago are the following BICYCLE CLUBS' ASSOCIATION, composed of the wheelmen of the various clubs of the city. The objects of this association are to secure harmonious and concerted action in all matters of general interest to wheelmen in Chicago and vicinity, particularly in such matters as municipal legislation, improvements of streets and roads, the prevention of the theft of wheels, to spread a knowledge of the rights, duties and privileges of wheelmen, to promote road and track racing, to foster fraternal club intercourse and, as far as possible, to aid the state and national organizations of the League of American Wheelmen. The delegates and the cycling clubs represented by them are as follows: CHICAGO CYCLING CLUB—S. A. Miles, L. B. Sherman and M. A. Hosgood. ILLINOIS CYCLING CLUB—T. L. Sloan, A. J. Street and W. A. Davis. LINCOLN CYCLING CLUB—William Herrick, J. M. Irwin and R. G. Betts. WASHINGTON CYCLING CLUB—L. W. Conkling, B. B. Ayres and Frank Barrow. DOUGLAS CYCLING CLUB—C. H. Wachter, J. C. Wachter and A. W. Miller. ÆOLUS CYCLING CLUB—J. A. Erickson, R. H. Ehret and A. W. Roth. OAK PARK CYCLING CLUB—C. A. Sturtevant, C. E. Fox and A. T. Merrick. ENGLEWOOD CYCLING CLUB—H. A. Stoddard, F. H. Gere and R. Rees. LAKE VIEW CYCLING CLUB—LeRoy Cram, E. C. Wescott and E. L. Ward. VIKINGS BICYCLE CLUB—Carl Dietrich, F. A. Kern and H. Behrens. The association controls 1,500 political votes and will support candidates favorable to wheelmen and wheeling. AMERICAN CYCLING CLUB—President, C. W. Patterson; secretary, H. M. Kimball. CHICAGO CYCLING CLUB—Club house located at Lake ave. and Fifty-seventh st., Hyde Park Centre. Take Illinois Central train, foot of Randolph or Van Buren st., or Cottage Grove avenue cable line. This is one of the largest cycling organizations in the country. Its membership consists of about 300 wheelmen, from all parts of the South Side, their runs being on the beautiful boulevards and avenues of the South Park system. COOK COUNTY WHEELMEN—An off-shoot of the Washington Cycling Club, recently organized. Officers: C. E. Graham, president; A. B. McLean, Jr., vice-president; G. Howard Cornell, secretary; W. E. Brooks, Jr., treasurer; E. C.

W. Macholdt and C. H. Hinson, directors; W. L. Whitson, captain; Robert C. Craigie, first lieutenant; Bert Salvage, second lieutenant; C. G. Sinsabaugh, third lieutenant; A. L. Holtslander, color-bearer; F. A. Beach, bugler. DOUGLAS CYCLING CLUB—A large organization of wheelmen. Officers: J. C. Wachter, president; C. Kopf, vice-president; L. C. DeProft, secretary; J. G. Loebstein, Jr., financial secretary; Ed Blettner, treasurer; A. W. Miller, captain; H. B. Walker, William Slavik, board of directors; C. H. Wachter, A. A. Wendell, surgeons. Club house, 586 W. Taylor st. ILLINOIS CYCLING CLUB—Located at 1068 Washington blvd., just west of the railroad crossing, south side of street. Take Madison street cable line to Campbell ave. The building is a four-story brick, built expressly for the club, and is arranged for the convenience and comfort of cyclers. The interior is elegantly furnished. There are billiard-rooms, card-rooms, reception parlors, etc. The club has a large membership. The officers are: President, T. L. Sloan; vice-president, H. C. Knisely; secretary, W. A. Davis; treasurer, George A. Mason; directors, C. R. Street, John Hohmann, H. L. Barnum; captain, E. J. Roberts; first lieutenant, Charles Hagaman; second lieutenant, H. E. Krause; third lieutenant, H. G. Chisholm; fourth lieutenant; George Skeer; color-bearer, John Palmer; bugler, S. C. Beach; librarian, H. J. Winn; quartermaster, C. H. Stevens. LAKE VIEW CYCLING CLUB—Located at Lake View, Chicago. Officers: President, C. Edgar Wescott; vice-president, LeRoy T. Cram; secretary, Robert E. Ward; treasurer, Harry Parsons; captain, F. R. McDonald; lieutenant, C. Arnold Wescott; color-bearer, Irving Telling. The four executive officers and captain comprise the board of directors. LINCOLN CYCLING CLUB—235 La Salle ave. President, T. W. Gerould; secretary, W. F. Hochkirk. OAK PARK CYCLING CLUB—Located at Oak Park, a suburb of Chicago; has a large membership. Following are the officers: President, C. A. Sturtevant; vice-president, Thomas H. Gale; secretary, Ed Burington; treasurer, R. T. Miller; board of directors, J. M. Stimpson, Dr. De Vour, Harry Pebbles; captain, J. M. Stimpson; first lieutenant, O. L. Cox; second lieutenant, Charles Steiners; color-bearer, James C. Carter; quartermaster, C. O. Ludlow; bugler, A. T. Starkweather; delegates to associated cycling clubs, J. M. Stimpson, C. A. Sturtevant, C. E. Fox. WASHINGTON CYCLING CLUB—650 W. Adams. President, G. D. Christholm; secretary, G. E. Allison.

Hand Ball Courts.—There are a number of hand ball courts or "alleys" in Chicago, the best being McGurn's, located on Division st., North Side. Take Division st. car. Among the leading hand ball players of the city are Thomas E. Barrett, John T. McGurn, Peter O'Brien, Mart Scanlan, Hugh O'Brien, William McGurn, Dennis Cronin, John Nagle, Captain James Pumphry, of the fire department; Marshal Campion, David Cushing, John Healey, Charles Dolan, Catcher Buckley, of the National League; John Carmody, Captain John Hall, of the fire department; ex-Alderman James O'Brien, Hugh Harrity, Con Dwyer, Thomas Loftus, John McDonough, Joseph McLaughlin, Thomas McCormack and John Coleman.

Horse Associations.—AMERICAN HORSE SHOW ASSOCIATION—182 Monroe. President, H. J. McFarland; secretary, Hobart C. Taylor; treasurer, E. S. Brewster; general manager, E. C. Lewis. CENTRAL PARK DRIVING ASSOCIATION—President and treasurer, J. T. Rawleigh; secretary, W. H. Kane, 173 La Salle. [See Washington Park Club.]

Hunting, Fishing and Gun Clubs.—AUDUBON CLUB—Meets second Tuesday in each quarter at Kern's, 110 La Salle. President, Chas. Kern; secre-

tary and treasurer, William W. Foss. CHICAGO CUMBERLAND GUN CLUB—Organized in 1881. Located in Lake county, Ill. Its club house and grounds were formerly the property of the sons of an English nobleman, Lord Parker, and cost that gentleman about $60,000. It is one of the finest pieces of hunting club property in the country. Fifty miles from the city, equipped superbly for all purposes of this character, invaluable as a hunting ground for feathered game, in a healthful locality, the Cumberland's quarters in Lake county offer a permanent temptation to the sportsmen of the club. The officers for the first year were these: President, John M. Smyth; vice-president, Frederick B. Norcom; secretary, Charles K. Herrick; treasurer, John Heiland; board of managers, Stephen Rymal, Charles D. Gammon, Michael Eich. The officers for the present year are: President, C. K. Herrick; vice-president, James Gardner; secretary, William L. Shepard; treasurer, John Heiland. Board of managers, Harry D. Nicholls, Charles D. Gammon, Walter Mattocks. CUMBERLAND GUN CLUB—Meets at Sherman House. President, Chas. K. Herrick; treasurer, J. Heiland; secretary, W. L Shepard, 164 La Salle. CHICAGO RIFLE CLUB—President, S. M. Tyrrell; secretary and treasurer, W. H. Chenoweth, 76 West Monroe. CHICAGO SHARPSHOOTERS' ASSOCIATION—Meets first Monday at 49 La Salle st. President, E. Thielepappe; secretary, Orcas Matthai; treasurer, W. Burck. CHICAGO SHOOTING CLUB—Meets at Sherman House club room. President, R. B. Organ; secretary and treasurer, John Matter. DIANA HUNTING CLUB—Club house at Thayer, Ind. President, J. Press; secretary, J. A. Kreutzberg. ENGLISH LAKE HUNTING AND FISHING CLUB—Located at English Lake, Indiana. The club was organized by a number of Chicago gentlemen in 1878 and has prospered since its birth. It is not a regularly incorporated body, but is very wealthy notwithstanding, and its club house is one of the best and most comfortably equipped in the State. The house is a fine frame structure of twenty rooms, and surrounding it are 6,000 acres of marsh-lands. These are the property of the club and abound in duck, snipe, prairie chicken and geese. The members of the English Lake Club who find pleasure in angling are furnished with excellent opportunities in the lake. Among the game fish in its waters are bass, pickerel and pike. Officers: A. M. Fuller, president; J. M. Adams, vice-president; R. W. Hosmer, treasurer, and A. W. Cobb, secretary. FOX LAKE SHOOTING AND FISHING CLUB—Meets at the Tremont House. President, A. V. Hartwell; secretary, G. M. Millard, 117 Wabash avenue; treasurer, W. D. Cooper. FOX RIVER FISH AND GAME ASSOCIATION—An association for the preservation of fish and game in the Fox river district. President, George E. Cole; directors, H. L. Hirtz, C. A. Knight, John Stephens, C. F. Hills, George E. Cole, John Wilkinson, L. M. Hamburgher, George R. Davis, O. J. Weidener and James Gardner. GRAND CALUMET HEIGHTS CLUB—President, W. L. Pierce; secretary, G. E. Marshall; meets quarterly at Sherman House. LAKE GEORGE SPORTSMAN'S ASSOCIATION—Meets second Thursdays in each quarter at Sherman House. President, Jas. W. Sheahan; secretary, J. S. Orvis. LAKE VIEW RIFLE CLUB—Meets Saturdays at 2 P. M., at Rifle Range, Colehour. President, N. S. Warren; secretary, W. W. Holden. MINNEOLA FISHING CLUB—Club House at Fox Lake, Ill. President, J. G. Beazley; secretary, J. C. McCoy. MISSISSIPPI VALLEY AMATEUR ROWING ASSOCIATION—President, W. R. Moore, Moline, Ill.; secretary, D. R. Martin, Pullman, Ill. NORTH CHICAGO SCHUETZEN VEREIN—Meets second Tuesdays at 267 North avenue. President, F. W. Labahn; secretary, H. R. Zemple, 244 North avenue. SPORTSMAN'S CLUB—Meets third Thursday in each quarter at Sherman House. Presi-

dent, C. N. Holden; secretary and treasurer, A. W. Carlisle, 1001 Rookery building. THE GUN CLUB—Meets at Sherman House. President, F. C. Donald; secretary and treasurer, C. E. Willard. TOLLESTON CLUB—Club grounds near Tolleston, Lake county, Ind.; composed of Chicago business men of sporting taste. One of the wealthiest clubs in the United States. The club was originally organized in 1871 by a number of Chicago gentlemen, who had for years resorted to the marshes of the Calumet, near Tolleston, in Lake county, Ind., for the purpose of shooting the duck and chicken for which these marshes are noted. They called the organization "Tolleston Club" simply and purchased sixty acres of land close to the marshes and known as Van der Naillen farm. On this land, which is somewhat elevated, arose the first Tolleston club house. The house has of late years been vastly improved and enlarged, until now it possesses every comfort. Twenty-two large rooms are finely furnished and nothing is wanting to make the quarters worthy of the tenants, among whom are numbered a hundred or more of Chicago's wealthiest citizens. The officers of the club are: President, F. A. Howe; vice-president, W. R. Linn; secretary, George P. Wells; treasurer, C. D. Peacock; board of directors, C. C. Moeller, James Wright, P Schuttler, J. N. Crouse, S. M. Moore; superintendent of club house, Willard West. UNION SHOOTING AND FISHING CLUB—Club house at Fox Lake, Ill.; meets third Tuesdays each quarter at Grand Pacific. President, John G. Beazley; secretary and treasurer, J. C. McCord, 116 La Salle, room 24. MAK-SAW-BA SHOOTING CLUB—Meets at Sherman House; club house at Davis Station, Ind. President, R. B. Organ; secretary, C. S. Petrie. WESTERN RIFLE ASSOCIATION—Secretary and treasurer, W. H. Chenoweth, 76 W. Monroe.

Indoor Base Ball Clubs.—There are "Indoor Base Ball Clubs" connected with nearly every social club of prominence in the city, besides a great number of independent organizations in city and suburbs. There are two leading "leagues" of Indoor Base Ball Clubs—the "Midwinter" and Chicago Indoor Base Ball League. The game was very popular and fashionable in Chicago last winter and the probabilities are that it will continue to be so for more seasons to come. The game is of Chicago invention and followed what came to be known as the "Roller Skating Craze." The ball used is of large size and made of a yielding substance. The bat is 2¾ feet long and 1¼ inches in diameter at the large end. The four bases are each 1½ feet square, each filled with sand. They are not secured to the floor, and a man may slide in and carry the base with him. The pitcher's box is six by three feet, and is marked on the floor in chalk. The nearest line is 22 feet from the home plate. The bases are 27 feet from each other, forming a diamond. The distance from home to second base by a straight line is 37½ feet. Eight or nine men may be played on a side and only rubber-soled shoes are used. The leading teams are La Salles, Kenwoods, Oaks of Austin, Idlewilds of Evanston, Carletons, Marquettes, Farraguts, and Ashlands, of the Midwinter League, and the Harvards, Lincoln Cycling Club, Chicago Cycling Club, and South Side Illinois Club of the Indoor League.

Tennis Club—CHICAGO TENNIS CLUB—2901 Indiana ave. EXCELLO TENNIS CLUB—Secretary, E. U. Kimbark, 183 Monroe. NORTH END TENNIS CLUB—President, Wm. Waller; secretary, A. T. H. Brower, State, corner Burton pl.

CLUBS—GENTLEMEN'S AND SOCIAL.

Acacia Club.—A social organization, 105 Ashland ave., West Side.

Apollo Club.—A musical organization of prominence and high standing in the city, of which Prof. W. L. Tomlins is the director. It has through the tireless energy and splendid talents of its leader and his ability to impart his profound knowledge of musical art in a practical way, attained a high plane of artistic effect.

Argo Club—Club house situated on Lake Michigan at the extreme end of the Illinois Central pier. It is a floating structure and the object of locating it on the water is to secure for the members the cool breezes which blow across the water in the summer season. It is in reality neither a boat nor a house, and yet both combined. It is built entirely of wood and cost $15,000. If it were built on shore a fire ordinance governing the building of frame structures within the city limits would swell the expenditure to twice that size. The kitchen and store rooms are in the hold. The main saloon is above, and this room is elaborately finished in mahogany and curly maple. From the tables, which are scattered about the saloon, the club men and their guests are afforded a splendid view of the lake. The state-rooms are on still another deck, and above this is the hurricane or promenade deck, where the orchestra is stationed at all receptions. From top to bottom this half ship, half house, is furnished in the most luxuriant style and the gymnasium or athletic equipment is not surpassed by any semi-aquatic club in the country. Nearly one hundred names are on the roll of membership.

Ashland Club.—A social organization, 575 Washington blvd.

Bankers' Club.—An association of the leading bankers of the city. They give an annual banquet, to which distinguished guests are invited. Officers—President, E. G. Keith; vice-president, John C. Black; secretary, James D. Sturges; executive committee, John C. Neely, W. F. Dummer and John C. Black.

Beseda (Bohemian Reading Club).—Meets Tuesdays and Saturdays at 74 W. Taylor st. President, J. Kasper; secretary, E. A. Haase; treasurer, A. Matuska; librarian, F. B. Zdrubek.

Browning Clubs.—There are several Browning clubs in Chicago and vicinity, with no stated place of holding meetings. Nearly all are allied closely to the Women's Club and other literary societies.

Calumet Club.—Located at the corner of Michigan ave. and Twentieth st. Take Wabash avenue cable line. Organized in 1878. The building which it occupies is a magnificent one, four stories high, with fronts on both the streets named. The grand hall is very handsome, with its broad fire-place, handsome staircase and stained glass windows. To the left are the drawing-rooms, with windows the whole length of the Michigan avenue front, and to the right the offices, the cafe and the billiard room. On the second floor are card rooms and the ball room, where, from time to time during the winter months, entertainments are given. The third floor is devoted to private apartments, and the top floor to the dining rooms and kitchens. The Club has a splendid collection of pictures. It aims to preserve the early history of the city and State, and its old settlers' annual receptions have become famous. The Club is composed generally of the leading men of the South Side. Admission fee, $100; annual dues, $80.

Carleton Club.—A South Side social organization. Meets at 3800 Vincennes ave.

Chicago Club.—Located on Monroe st., between State st. and Wabash ave., opposite the ladies' entrance to the Palmer House. Was organized in 1869, and was an outgrowth of the old Dearborn Club, which was located on Michigan ave., near Jackson st. The first club house of the Chicago was situated at the corner of Wabash ave. and Eldridge ct., and was destroyed in the great fire. The present building was erected shortly afterward. The structure is not as magnificent as some of the club buildings erected more recently, but the interior is beautifully and tastefully arranged. There is more real elegance about it than, perhaps, may be found in any of the others, although it is of an unostentatious character. The dining rooms and kitchens are at the top of the house. The Club is composed generally of the merchant princes and leading professional men of the city, and it is very exclusive. Comfort and congeniality more than crowds and confusion are desired. The admission fee is $300, the annual dues are $80, payable semi-annually. Membership limited to 450 residents and 150 non-residents.

Chicago Electric Club.—Composed of electricians and those connected with electric pursuits. A social club for gentlemen. Located at 103 Adams street. Its rooms are very handsomely fitted up. There are reception rooms for members and their friends of both sexes. There are dining rooms on one floor opening into Kinsley's upper corridors, and arrangements are made to furnish either liquid or solid comfort after the most approved method. Billiard, chess and backgammon outfits are provided in elegantly furnished rooms, but cards are tabooed. An audience hall occupies a large space on the top floor, where the regular club meetings are held for scientific discussion. Paintings, works of art, bric-a-brac, pervade the whole apartment and a music room with piano and other instruments is a part of the fitting. In other words, all has been done that was needful to make the club quarters elegant, refined and in every particular a *recherche* gentleman's club. Some of the members are as well known in Europe as throughout the United States; many of them are social leaders and all of them are successful business men.

Chicago Women's Club.—Organized in 1876. An outgrowth of the Fortnightly club, of which Mrs. Caroline M. Brown was the prime mover. Membership not limited. Admission fee $10; annual dues $5. Although one of the distinctly specified aims of the Women's Club was, from the beginning, philanthropic work, during the first seven years of its existence it was devoted almost exclusively to literary effort and the theoretical study of reformatory and philanthropic work. It was in the winter of 1883 that it was decided that the club should enter upon practical work. The committee on reform took the initiative in the unselfish battle which has since been persistently carried on by the club in the muddy pool of moral and political abuses. "The Protective Agency for Women and Children" had its inceptions in the Women's Club. Three of the committees of the club were not only instrumental in founding it, but in securing funds for its conduct during the first few years of its existence. In January, 1884, a free kindergarten was established by the club. The principal object of this undertaking was to demonstrate the desirability of introducing the kindergarten into the public schools. The board of education gave the use of a room in the Brighton School and the club have met the expenses of the conduct of the kindergarten from its establishment to the present time. The ladies of the education committee have

been active in securing the enforcement of the compulsory education law and in providing clothing for destitute children who could not otherwise attend school. Still another philanthropy which owes its existence to the Women's Club is the Industrial Art Association. Through the good offices of Mrs. Charles Henrotin the Women's Club was materially assisted by the Decorative Art Society in establishing this charity, which has been successfully introduced into the different mission schools of the city. One of the most important financial undertakings of the Women's Club was the raising of $40,000 for the Industrial School for Boys located at Glenwood. Of course, this was not raised within the club, but by the individual effort of members. The meetings of the club are held in the afternoon of the first and third Wednesdays of each month during the club year.

Church Club.—Organized December, 1890. Located on the fourth floor of the High building, No. 103 Adams st. This is an Episcopalian organization and its object is to bring into closer relations the clergy and the laymen of the diocese and to afford a meeting-place for all the different organizations in the diocese, such as the Board of Missions, the standing committees, the St. Andrews Brotherhood, the trustees of the Theological Seminary, the Girls' Friendly Organization, the Women's Auxiliary, and every other work of the church, including a place where the Rt. Rev. the Bishop of Chicago can meet his clergy and transact any business pertaining to the diocese.

Club Littéraire Francais.—The leading French club of the city. Has no stated place of meeting. Gives frequent receptions, balls, etc. The club has a membership of about 200 and has been fifteen years in existence.

Commercial Club.—An association of the leading merchants, manufacturers, bankers and capitalists of Chicago, the object of which is to encourage in a social and informal way the interchange of opinions respecting the commercial necessities of the city. The club gives frequent dinners and banquets and entertains distinguished guests. Some question of great importance uppermost at the time is always discussed at their meetings and banquets. [See Chicago Manual Training School.]

Dearborn Club.—Located at 43 and 45 Monroe st. [See "Chicago Club."]

Dinner Clubs.—Among these are the "Epicurean" and the "Forty Club." The members dine periodically at one of the leading hotels and discuss questions of current interest.

Douglas Club.—Located at 3518 Ellis ave. Organized April, 1885. Occupies a three story and basement building, formerly a dwelling, which has been remodeled. There is a beautiful lawn in front and on the sides of the house. In the basement are bowling alleys; on the first floor are the dancing hall, ladies' reception room, library and reading room; on the second floor are dressing and private rooms; on the third floor is a large hall fitted up with portable machinery, where dramatic entertainments are given by members of the club. Ladies of each member's family, and males from fourteen to twenty-one, are entitled to the privileges of the club, subject to certain restrictions. Admission fee, $25; dues, $30 per annum.

Douglas Park Club.—A social organization; meets at 903 Sawyer st.

Evanston Club.—Located at the suburb of Evanston. Take train at Wells St. depot, Wells and Kinzie sts., North Side; or at Union depot, Canal

and Adams sts., West Side. Club House at Chicago avenue and Grove st. Officers: President, Marshall M. Kirkman; first vice-president, Milton W. Kirk; second vice-president, N. C. Gridley; treasurer, W. T. Rickards; additional directors, W. E. Stockton, F. A. Hardy, W. Holabird, A. N. Young, N. G. Iglehart, A. C. Buell and H. R. Wilson. Mr. Kirkman organized the club and has been its president ever since. The club is open every day in the week from 7 o'clock in the morning until midnight. The interior of the house is modestly beautiful. A music or dancing hall of generous proportions occupies the west half of the building. Handsome portieres separate the ladies' reception room from the vestibule, and the lobby or smoking room occupies the center of the club home. This room, tinted in warm colors, is the general lounging place for the club men, and from it open the billiard room, the charming library, decorated in peacock blue, and the card room. Below stairs are the kitchen, dining room and bowling alley, the latter having two fine runways. The Evanston club is not a club in the usual sense of that word. It is a pleasant rendezvous where 160 gentlemen and their families may meet for recreation and amusement and for the promotion of social culture.

Evanston Country Club.—A summer social organization of the suburb of Evanston. The home of the club is known as the "Shelter," and is situated in the midst of beautiful grounds, on Hinman ave. and Clark st., close to Lake Michigan. It is the leading club of the village from May until November, and has a quasi-connection with the Evanston Boat Club and other social organizations. Frequent receptions, band concerts, boating parties, etc., occur during the season. The membership is about 300, equally divided between ladies and gentlemen. The president is Mr. Marshall M. Kirkman; Mr. William E. Stockton and Mr. Frank Elliott are vice-presidents; Mr. Nicholas J. Iglehart is treasurer, and Mr. Edwin F. Brown is secretary. The directorate is composed of twenty ladies and eleven gentlemen. It is a custom of the club to have one of the directorate ladies, one afternoon and evening of each week, act the part of hostess, presiding over the tea tables and receiving the guests. The active committee is termed the house and grounds committee. The responsibility of success or failure of the season rests with this committee, and the appointment is no sinecure. Mr. Thomas S. Creighton is chairman, and is aided by Mr. Edwin C. Belknap, Mr. Frederick Arnd, Mr. William Holabird and Mr. Edwin F. Brown. Many of Chicago's most prominent business men wear the dainty silver four-leaf clover, the badge of the club.

Fortnightly Club of Chicago.—Meets Fridays at 2:30 P. M. at Art Institute, Michigan ave. and Van Buren st. Organized as a Woman's Club in 1873 by Mrs. Kate Newell Doggett. Intended originally as a Womans' Suffrage Organization, in which men and women should hold membership. Now devoted to social intercourse and intellectual culture. The work of this association is arranged on a carefully considered plan, which secures a thorough knowledge of the subject to be treated at each meeting. Each writer has a year in which to master the subject she is to present, and, as the writer of an essay remarked, "To prepare a paper for the Fortnightly is to add a good deal to your education, it matters not how liberal it may be." The work of the club for the year is divided into two courses, the continuous course of study and the miscellaneous course. A committee of five members takes charge of the continuous course, which is represented by a paper at one

of the two meetings that occur each month, and another committee of the same number directs the miscellaneous course, which presents a paper on the alternate day. At each of the meetings, which occur the first and third Fridays in the month, a well prepared and brilliant discussion under appointed leaders follows the paper. The discussion over, tea and cake are served and a delightful social hour closes the meeting, at which the visitor will observe that the strictest parliamentary forms, as well as the latest behest of fashion, are carefully obeyed. The membership of "The Fortnightly of Chicago" is limited to 175. The initiation fee and also the yearly dues are $12. The officers are: President, Mrs. Charles D. Hamill; vice-presidents, Mrs. Otto H. Matz and Mrs. H. M. Wilmarth; corresponding secretary, Mrs. Henry B. Stone; recording secretary, Mrs. F. H. Gardner; treasurer, Mrs. B. F. Ayer.

Forty Club.—A social organization, composed principally of members of the legal profession.

Germania Mœnnerchor.—Located at North Clark street, corner of Grant. Take North Clark street cable line. President, Harry Rubens; vice-president, George Hofmann; secretary, E. A. Loeffler; treasurer, F. J. Dewes. The society had its origin at the funeral of Abraham Lincoln in 1865, when a small party of Germans from Chicago attended to render a chorus. They were pleased with each other's singing and determined upon the organization of a permanent society. To-day it is one of the largest, most respectable and most prominent musical organizations in the country. Incorporated March 31, 1869. Membership about 540, of which seventy are not Germans. The club is social as well as musical. The club house is one of the handsomest in Chicago.

Girls' Mutual Benefit Club.—Organized in November, 1890; located at 100 Cornelia st. The institution was established solely through the efforts of a few energetic young ladies of the Third Presbyterian, First Congregational and the Epiphany Episcopal Churches, Miss Sadie Morgan, Mrs. C. D. Howell, Miss Helen Hutchins, Miss Mary Gillman, Miss Ida E. Moore and Miss Alice C. Burkhardt. Nearly one hundred working girls nightly receive instructions in those arts which make the model housewife. The following is the curriculum: Monday, dressmaking and typewriting; Tuesday, dressmaking and music; Wednesday, cooking and history; Thursday, music, embroidery and millinery; Friday, cooking; Saturday, embroidery, cooking and music. The house is self-supporting, each one of the members being required to pay a weekly assessment of 5 cents. The teaching force includes, besides the ladies already named, Miss Wolf, Miss Avery, Miss Reese, Miss Lowden, Miss Page, Miss Mack, Miss Burdick, Miss Fritz, Miss Blanche and Content Patterson. On every week day evening there are at least three of these ladies present to take charge of the various classes. The house is comfortably furnished and well adapted to the purposes to which it is put. The nucleus of a library has been started, and it is expected that before long the number of books will be large enough to warrant the starting of a circulating library. Officers—President, Miss Sadie Morgan; vice-president, Mrs. C. D. Howell; secretary, Miss Ida E. Moore; treasurer, Miss Helen Hutchins.

Grant Club.—A West Side Politico-Social Club, meets at 111 Honore st.

Harvard Club.—Organized 1888. Club house located at Sixty-third and Harvard sts., Englewood. A social organization. It has a large membership and gives frequent receptions through the season.

Harvard University Club.—Composed of graduates of Harvard University, Cambridge, Mass., resident in Chicago. Moses J. Wentworth, president. Meets at stated occasions in the Auditorium hotel, holds an annual banquet and entertains distinguished officers and graduates of the University, from time to time. Many leading citizens of Chicago are members.

Hyde Park Suburban Club.—Located at Hyde Park Center. Club house, corner of Washington ave. and Fifty-first st. Has a membership of about 150. Take Illinois Central train, foot of Randolph or Van Buren st., or Cottage Grove avenue cable line. The building is a handsome one. Its exterior is striking and the interior has evidently been given the thought of tasteful decorators. It is strictly a gentleman's club. There are two stories and a basement devoted to club purposes. In the basement are the gymnasium, bowling alley, store room, kitchen and boiler room. On the first floor is a capacious foyer, opening into which are the office, reception and reading rooms, connected by an inglenook, a billiard room with eight tables and a cafe. The second floor is reached by the grand staircase, which leads through a broad hall to the ball room and art gallery adjoining, all three of which can be used for dancing on occasions. On this floor there are also four cosey card rooms and a committee room, which can be thrown together when desired. The whole interior is finished in antique oak. The mantels and even the office desk, having been designed by the architect of the building, blend harmoniously with the treatment of the rest of the woodwork. This beautiful building was dedicated by the club in 1890. The officers are: President, Judge Van H. Higgins; vice-president, B. F. Ray; secretary, W. P. Griswold; treasurer, C. A. Mallory; directors, Hamilton B. Bogue, L. P. Harvey, Charles H. Hunt, Alderman William R. Kerr, W. V. O'Brien, W. L. Pierce, Barton Sewell, A. W. Wheeler and George L. Warner.

Ideal Club.—A social organization; meets at 131 N. Wells st.

Illinois Club.—Located at 154 Ashland ave., West Side. Take W. Madison street cable line. Organized in 1878. First building occupied, 401 Washington blvd.; moved to Ashland ave. and Madison st.; purchased present quarters in 1884. Occupies a very handsome and commodious building, fronting the most beautiful avenue in the West division of the city. Object of club, the cultivation and promotion of literature and the fine arts, and of social intercourse. The house contains kitchens, dining rooms, parlors, reception rooms, reading rooms, billiard room, wash room, bowling alley, ball room, private rooms, etc. Some very handsome pictures ornament its walls. It gives elegant entertainments during the winter seasons. Admission fee, $100. Annual dues, $40.

Indiana Club.—Located at 3349 Indiana ave. Organized in 1883. Take Indiana avenue car, via Wabash avenue cable line. Occupies a very pleasant club house, a two-story brick building. On the first floor are the billiard and pool rooms, bowling alley and dressing rooms; on the second floor are the parlor, reception room, card room, and a spacious dancing hall. This is a family club, the wives and children of members being entitled to all privileges. Entertainments are given at intervals throughout the year. Admission fee, $50. Annual dues, $20.

Irish-American Club.—Location of club rooms 40 Dearborn st. Organized May, 1880, with a charter membership of 100. Present membership 200. Offiers, M. B. Harley, president; Thomas H. Cannon, vice-president; John

B. Heanly, financial secretary; Joseph J. Duffy, secretary; N. D. Laughlin, treasurer. Admission fee, $25. Annual dues, $20. This is the oldest and best club of its kind in existence. It is strictly non-partisan and non-sectarian, and is composed of some of the leading Irishmen and Irish Americans in the city. The club rooms are handsomely fitted up. Receptions are frequently given. The members are hospitable and cultivate a natural taste for literature and art.

Iroquois Club.—Located at 110 Monroe st. (Columbia Theatre Building), in the business center of the city. Organized October 4, 1881. It is a political (Democratic) and social club. Has very handsome and spacious quarters, and is provided with all the comforts of modern club houses. It is the leading Democratic political club of the city, and numbers among its members the most prominent partisans of the Jeffersonian creed. Its influence is felt in National, State and Municipal campaigns. The Iroquois Club entertains splendidly, and it was at a reception given here that Grover Cleveland used the expression, "A public office is a public trust." Membership about 500. Admission fee and annual dues reasonable.

Irving Park Club.—Incorporated 1891. A new hall for this club was completed this spring. Membership limited to 150; admission fee, $25.

John A. Logan Club.—Located at 466 La Salle ave., North Side. Take Clark or Wells street cable line. Organized February 12, 1888. A political (Republican) and social club. Has commodious quarters. Admission fee, $10; annual dues, $12.

Kenwood Club.—Located at Forty-seventh st. and Lake ave., Kenwood. Take Illinois Central train at Randolph or Van Buren Street depot. Organized in 1883. A social and family club in which the ladies and other members of the family are entitled to privileges. Occupies the former residence of Norman B. Judd, Esq., which has been remodeled and enlarged. The bowling alley, dining-room and kitchen are in the basement; on the first floor are the hall, office, reception and dancing hall; on the second floor are the card rooms, billiard room, reading room, library, ladies' and gentlemen's dressing rooms, etc. Admission fee, $100; annual dues, $40. The officers are: Edwin F. Bayley, president; William S. Seaverns, vice-president; Charles B. Vankirk, second vice-president; Harry B. Black, treasurer; Charles C. Whittiker, secretary. The board of directors is composed of C. B. Bouton, John S. Belden, William T. Brown, Ed. R. Woodle, W. T. Whetmore, T. S. Fauntleroy, J. Frank Aldrich and F. H. McClure.

Lafayette Club.—A social organization of the South Side. This club gives twelve dances each year, nine at Douglas Hall and three at Jackson Park pavilion.

Lakeside Club.—Located on Indiana ave., between Thirty-first and Thirty-second sts. Organized in 1884. Take Indiana avenue car, via Wabash avenue cable line. Formerly occupied premises at Wabash ave. and Thirteenth st. Owns its present home, a modern building of brick and stone, containing three stories and a basement. The billiard room, cafe, bowling alley, private supper rooms and dining room, capable of seating 400 guests, are located in the basement; on the first floor are the ladies' and gentlemen's parlors and reception room, drawing rooms, and an assembly and dancing room, fifty-five feet wide by one hundred feet long; in the second story are the card rooms and gymnasium; in the third story are private rooms and servants' apartments. Admission fee, $50; annual dues, $40.

LELAND
Vandercook Co. Engs Chi.

La Salle Club.—Located at 252 Monroe st., West Side. Take West Madison street cable line. Organized in 1884. It is a political (Republican) and social club. First occupied premises at 9 Laflin st.; moved to 28 Warren ave. and finally came into possession of the former residence of C. C. Holton, Esq., which has been remodeled, enlarged and beautified. It is a marble front, three stories and basement, with a frontage of 125 feet, and a depth of 95 feet. An addition of 48x125 feet has been made by the club. The lunch room, cafe, cigar stand, gymnasium and bowling alley are located in the basement; on the first floor are the hall, two large parlors, reading room and office, and billiard room with twelve tables; on the second floor are eighteen card rooms, and the assembly hall; on the third floor are private rooms, servants' quarters, etc. Admission fee, $50; annual dues, $20.

Longfellow Club.—An association of young ladies engaged in the study of the poet Longfellow. Meets at the homes of members. On the order of "Browning Clubs."

Lotus Social Club.—Composed of the leading colored people of the city. Give social parties.

Minneola Club.—Officers: President, O. H. Roche; vice-president, M. Hamburger; secretary and treasurer, James G. Deven. Directors, O. H. Roche, J. G. Deven, L. M. Hamburger, Robert Lindblom, T. Bennett, J. C. Peasley and J. V. Booth.

Minnette Club.—A West Side social organization which gives receptions at Martine's Hall, 55 Ada st., during the season.

Nationalists' Club.—An association of gentlemen formed for the purpose of interchanging ideas regarding questions of National interest and advocating reform in Legislation and Government. Meets at the Grand Pacific Hotel.

Newsboys' Club.—Located in the Imperial building, 252–260 S. Clark st. President, Miss J. P. Mills; vice-president, Miss Sands; recording secretary, Miss Rutherford; corresponding secretary, Miss Oldham; treasurer, Miss Barker, and Misses Pearson and Miss Castle, librarians. The club is in a flourishing condition. There are fifty members, and it has a library of about 500 volumes. Well-behaved newsboys are admitted to membership.

North Shore Club.—A social organization of young people on the North Side. Meets for dancing and social purposes through the season.

Oakland Club.—Located at Ellis and Oakland avenues, in building formerly the Lake Side Skating Rink. Take Cottage Grove avenue cable line or Illinois Central train at Randolph or Van Buren Street depot to Thirty-ninth street, Oakland station. The building has been remodeled and refitted for club purposes. It is a large, two-story brick structure, rather unique from an architectural point of view. On the first floor are the office, gentlemen's and ladies' reading rooms, promenade hall, two ladies' parlors, two gentlemen's sitting rooms, billiard hall 100 feet long, two card rooms, kitchen and dancing-hall 100 by 80 feet; the second floor contains the assembly room, private rooms, servants' quarters, etc. Strictly a family club. No intoxicating liquors or games of chance allowed on the premises. Admission fee, $50; annual dues, $30.

Oaks Club, of Austin.—Located in the Austin Club and Library building at Austin suburb, within the limits. Take train at Wells Street depot,

Wells and Kinzie streets. Has very handsome quarters, consisting of a reception hall, parlors, card and billiard rooms, banquet hall, etc. The club has facilities for giving amateur theatrical performances.

Park Club, of Hyde Park.—Located on Rosalie court, Hyde Park Center. Take Cottage Grove avenue cable line or Illinois Central train at Randolph or Van Buren street to South Park station. Organized in 1886. A family club. Occupies a handsome building four stories in height. In the basement are the bowling-alleys, pool room and janitor's rooms; on the first floor are the ladies' reception room, cafe and hall; on the second floor are the billiard room, card rooms and director's room; the upper floor is thrown into an assembly room, with boudoirs, etc. The club has splendid verandas, which make it a most attractive resort in the summer. Admission fee, $50; annual dues, $25.

Phœnix Club.—Located at Thirty-first street and Calumet avenue. Take Cottage Grove avenue cars. Composed of young men of Hebrew lineage. The club rooms were secured for five years, and $5,000 has been expended in remodeling the building. There are two large parlors, a library, dining-rooms, billiard hall, smoking room and all the requisites of a first-class social club. Card playing and any form of gambling are positively prohibited. Officers—Milton A. Strauss, president; A. J. Briersdorf, vice-president; D. L. Frank, secretary; E. Lowenstein, assistant secretary, and L. A. Nathan, treasurer.

Press Club of Chicago.—Organized January 15, 1880. Club rooms located at 131 Clark st. Charter members—Melville E. Stone, Franc B. Wilkie, Rodney Welch, W. K. Sullivan, T. C. MacMillan, Joseph R. Dunlop, Henry F. Donovan, W. B. Sullivan, F. O. Bennett, Theodore Gestefeld, William T. Hall, John J. Flinn, J. F. Ballantyne, Elwyn A. Barron, W. T. Collins, James Maitland, Platt Lewis, Thomas E. Burnside, C. A. Snowden, Lawrence Hardy, W. P. Hanscom, Guy Magee, W. H. Hicks, John E. Wilkie, Sam. V. Steele. The club was organized for the purpose of "bringing the members of the newspaper profession together in closer personal relations, to elevate the profession, to further good fellowship, and to extend a helping hand to all members of the organization who may deserve it." The present officers are: President, William A. Taylor, the *Herald*; first vice-president, Thomas. R. Weddell, *Inter Ocean*; second vice-president, A. T. Packard, Railway News Bureau; third vice-president, Oliver E. Moody, *Morning News*; recording secretary, William M. Glenn, *Tribune*; financial secretary, Sam. T. Clover, *Herald*; treasurer, Melville E. Stone; directors, Kirk LaShelle, *Evening Post*; John J. Lane, *Mail*; John E. Wilkie, *Tribune*; R. C. Jacobsen, *Hide and Leather*; W. T. C. Hyde, *Times*. The club rooms are handsomely fitted up, and are convenient to the members actively engaged in newspaper work. Journalists visiting the city are granted the privilege of the club on being properly introduced by a member in good standing. The Press Club is at present contemplating the erection of a building in which it may be enabled to more suitably entertain visitors during the coming two years. The membership is now about 250. Admission fee, $15; annual dues $12.

Ryder Club.—A social organization, composed of members of St. Paul's Unitarian Church. Officers: President, Oliver Sollitt; vice-president, Frank N. Gage; treasurer, Francelia Colby.

Sheridan Club.—A South Side social organization, which gives frequent receptions of the highest character during the season.

Standard Club.—Located at Michigan ave. and Thirteenth st. Take Wabash ave. cable line. Organized in 1869. The leading Hebrew club of the city. Occupies one of the most elegant and complete club houses in Chicago. In the basement are the bowling alleys, gymnasium, etc.; on the first floor are the parlors, library, cafe, billiard room, etc.; on the second floor are ladies' parlors and retiring rooms, and three dining rooms; on the third floor is the assembly and ball room, with theatrical appointments. The club is magnificently furnished and will be enlarged. Membership limited to three hundred and fifty. Admission fee, $100; annual dues, $80. Officers: President, Joseph Spiegel; vice-president, M. Bensinger; treasurer, Abr. G. Becker; financial secretary, Bernard Mergentheim; recording secretary, N. Greenefelder. Directors: M. Selz, M. Hirsh, H. Nathan, J. R. Wineman, A. M. Snydacker, N. J. Schmaltz, H. Elson, M. Born, Adolph Loeb, H. Heppner.

Sunset Club.—An association of professional and business men, which meets periodically for the purpose of discussing some question of current interest and listening to the reading of papers on important national or local subjects, read by members of the club.

Union Club.—Located on Washington pl. and Dearborn ave., North Side. Take North Clark st. cable line or North State st. car. Organized in 1878. Formerly occupied the Ogden residence, recently torn away to make room for the great Newberry library. The present structure is a handsome one and is beautifully arranged and furnished. On the first floor is a magnificent hall, finished in carved oak; to the left are the parlors, extending the length of the Dearborn ave. side, and to the rear is the cafe; the billiard room, reading room, coat room and lavatory are also on this floor; on the second floor is the dining room, card rooms, director's room, etc.; the kitchen and servants' apartments are in the basement. It is a strictly social club and very exclusive. The active membership is limited to 600, but only 388 are on the roll. Admission fee, $100; annual dues, $60. Officers: President, Franklin H. Watriss; vice-president, George S. Willits; secretary, John B. Kitchen; treasurer, William D. Beall.

Union League Club.—Located on Jackson st. and Fourth ave., fronting the south end of Custom-house and Post-office. The great general commercial and professional club of the city. Incorporated 1879, with the declared object of encouraging and promoting, by moral, social and political influence, unconditional loyalty to the Federal Government, and of defending and protecting the integrity and prosperity of the nation; of inculcating a higher appreciation of the value and sacred obligations of citizenship; of maintaining the civil and political equality of all citizens in every section of our common country, and of aiding in the enforcement of all laws enacted to preserve the purity of the ballot-box, resisting and exposing corruption, promoting economy in office and securing honesty and efficiency in the administration of National, State and Municipal affairs. The political complexion of the Club is strongly Republican, but it is conducted on strictly non-partisan principles. The active membership has recently been increased from 1,000 to 1,200, and there is a demand for a still further increase. With this great membership, the admission fee being $200 and the annual dues $80, taken in connection with the large receipts of the dining and wine-rooms, etc., the revenue of the Club is very heavy, and it has been possible to make additions to the building and to beautify the interior in a manner which makes it the most sumptuous club house in the city. It has a splendid library and a large and growing art

gallery, the latter being supported mainly by the private contributions and subscriptions of members. The house is centrally located and is the popular luncheon quarters for business and professional members. It has a ladies' department, elegantly fitted up. The east entrance is used exclusively for ladies with escorts. It is not possible for strangers to visit the apartments of the Club, save when accompanied by a member, nor are meals served to non-members who are residents of the city, when accompanied by a member, save by special permission. Members, however, may take strangers in the city to the cafe at any time. The Union League entertains in a princely fashion, and during the World's Columbian Exposition it will contribute greatly toward the comfort and enjoyment of distinguished visitors. Officers for 1891: President, Franklin H. Head; first vice-president, Ferd W. Peck; second vice-president, Porter P. Heywood; treasurer, William D. Preston; secretary, Henry A. Knott. Committee on political action: H. N. Higinbotham, Charles H. Aldrich, George E. Adams, D. V. Purington, John B. Payne, C. C. Kohlsaat.

University Club.—Located in the University building, Dearborn st. and Calhoun pl. Composed of graduates of the various colleges and universities. The building is built of brown stone to the third story. All above the fourth floor is occupied by the University Club. The apartments are handsomely furnished. There are reception rooms, parlors, billiard rooms, card rooms, etc., and all the comforts of a modern club house. The University Club has a large membership and is prosperous.

Union Veteran Club.—An association of Veterans of the War of the Rebellion. The Club is in a healthy condition as to membership and finances. Officers—President, William Hale Thompson; first vice-president, A. J. Miksch; second vice-president, Charles B. Kimbell; secretary, John C. Barker; treasurer, Julius C. Wintermeyer; marshal, John Harper; directors, John M. St. John, Louis P. Berry, John Lefler, T. F. Rooney, A. F. Walcott.

Wah Nah Ton Club.—The Tammany democratic club of Chicago. Committees: At large—General John C. Black, Allen C. Durborow, Jr., John P. Hopkins, J. W. Richards, William H. Barnum, William J. English, William C. Walsh, Henry T. Murray, M. J. Kearney, Benjamin F. Ely, Henry P. Fleming, John S. Cooper, Robert J. Smith, James S. Thomas, Jacob Stainer, Owen Murray, N. A. Cremer, Frank E. Kennedy. Wards—Harry Wilkinson, John C. Schubert, Charles Kern, William Best, Daniel Corkery, Edward Burke, W. E. McCarthy, William Loeffler, Edward Cullerton, Patrick McMahon, John A. King, James Bradley, Rodger C. Sullivan, H. Olaf Hanson, John Lonergan, Victor Bardonski, William H. Ford, William J. Major, John Powers, W. H. Larkin, George Kersten, James H. Farrell, William H. Lyman, Fred Griesheimer, Harry Geohegan, Michael Fitzgerald, W. J. Florence, Thomas Kelley, Thomas Gahan, John Fitzgerald, Jesse Sherwood, C. S. Darrow, Dr. J. J. Larkin, F. J. Gaulter.

Washington Park Club.—Situated at South Park ave. and Sixty-first st. Take Cottage Grove avenue cable line. Organized 1883. Occupies an unpretentious though commodious club house, within easy access of the Washington club racing park, south of Washington park. It is a combination of the higher class of sporting, country and city clubs, members of nearly all the other leading clubs being connected with it. The club house is more in the nature of a rendezvous than a resort. The racing meetings of the Washington

Park Club are of national celebrity. The club house is handsomely fitted up for the comfort of the members and the ladies of members' families. Following are the officers for 1891: President, George Henry Wheeler; vice-presidents, Samuel W. Allerton, Albert S. Gage, Charles Swartz, Columbus R. Cummings; treasurer, John R. Walsh; secretary, John E. Brewster; assistant secretary, James F. Howard; executive committee, the president, the vice-presidents, the treasurer, ex-officio, Charles D. Hamill, John Dupee, Jr., Arthur J. Caton, Henry J. McFarland, Thomas Murdoch, J. Henry Norton, John B. Carson; property committee, John Dupee, Jr., Charles D. Hamill, John B. Carson; house committee, Charles Schwartz, Charles D. Hamill, J. Henry Norton; racing stewards, Albert S. Gage, Samuel H. Sweet, Henry J. McFarland, John Dupee, Jr., John E. Brewster; board of directors for 1891, Nathaniel K. Fairbank, Norman B. Ream, Samuel W. Allerton, James W. Oakley, Columbus R. Cummings, Charles J. Barnes, John R. Walsh, J. Henry Norton, Albert S. Gage, Samuel H. Sweet, Henry J. MacFarland, George H. Wheeler, Thomas Murdoch, Charles J. Singer, James B. Goodman, John Dupee, Jr., Wirt D. Walker, John H. McAvoy, John B. Carson, Thomas Cratty, Arthur J. Caton, Charles Schwartz, Charles D. Hamill, John E. Brewster. The admission fee is $150, from the payment of which subscribers for one thousand or more shares in the capital stock are exempt; annual dues, $40.

Webster Club.—Composed of young men and organized for social purposes. Following are the members. Fred Abele, M. J. Walsh, Franklin Giese, M. J. O'Donnell, G. T. Thirsk, H. C. Grundman, W. S. Lahey, J. T. Stewart, W. A. Diez, J. E. McGrane, E. F. Breyer, H. E. Otte, L. A. Lemke, W. W. Lill, F. Becker, H. Stolt, P. H. Berkes, T. Lindberg and W. C. Carberry.

Whitechapel Club.—Located in the rear of 122 La Salle st. Organized in October, 1889. The object of the club is given on the charter as "Social Reform." The purposes of the club are purely social, the intention in forming it being to band together professional and literary men of congenial habit. Business meetings are held once a week. It is customary to permit residents of Chicago to visit the club rooms and inspect the extremely unique decorations on Saturday. The visitor must be vouched for by a member of the club. It is customary, once a month, to hold a social meeting called a "Symposium," to which guests are invited by the club and by individual members. The initiation fee is $25 and one objection from any member bars an applicant from admission. President, Chas. G. Seymour; corresponding secretary, Hugh Blake Williams, M. D.; financial secretary, Willard C. Thompson; treasurer, Henry Kosters; board of directors for 1889, 1890, Dr. Frank W. Reilly, Sidney P. Browne, Frederick F. Thompson, Will. P. MacHenry, George A. Babbitt, Opie P. Read, Dana L. Hubbard and Horace Taylor.

Women's Suffrage Club.—Meets in the club-room of the Sherman House on the evening of the third Tuesday of each month. Organized for the purpose of advocating and agitating equal political rights. Officers—President, Mrs. J. A. McKinney; vice-president, Mrs. E. W. Haskett; secretary, Mrs. F. Beckwith; treasurer, Mrs. C. B. Sawyer.

COMMERCIAL EXCHANGES.

The commercial exchanges, associations and boards of Chicago are numerous and powerful. Although the largest, the association known as

the Board of Trade (which, in reality and properly, should be called the Grain and Produce Exchange), is by no means the only important one. There are various interests of magnitude not represented on the floor of the Board of Trade, which are handled by other exchanges. The different Exchanges and Associations are as follows:

Board of Trade.—The leading Grain and Produce Exchange in the world; membership, about 2,000. [See Board of Trade Transactions.] Following are the officers for 1891: President, William T. Baker; 1st vice-president, E. W. Bailey; 2d vice-president, James T. Rawleigh; treasurer, E. A. Hamil; secretary, George F. Stone; assistant secretary, R. S. Worthington; clearing house manager, Samuel Powell; manager quotation department, E. P. Whiteford; council, A. W. Green. Directors—Terms expiring 1892—A. C. Helmholz, C. B. Congdon, R. G. Chandler, Adolph Seckel, H. H. Aldrich. Terms expiring 1893—Jas. T. Healy, H. F. Dousman, E. S. Worthington, J. B. Dutch, J. A. Edwards. Terms expiring 1894—William H. Bartlett, John S. Hancock, John M. Fiske, E. A. Beach, Malcon C. Mitchell. Committee on Appeals—A. S. White, James M. Sherman, Charles M. Armstrong, W. H. Beebe, Josiah B. Reeme. Committee on Arbitration—William B. Bogart, James Crighton, Thomas C. Ledward, Silas S. Whitehouse, Frederick Dickinson.

The Board of Trade Building is situated at the foot of La Salle, on Jackson st., between Sherman st. and Pacific ave., in the heart of the business center, and only a short walk from the great hotels, railroad depots and street car terminals. The immense size and architectural beauty of the structure will attract the stranger's attention. It covers an area of 200 by 174 feet; and is built of gray granite. The beautiful front is surmounted by a tower which tapers to a pinnacle 322 feet above the pavement. On the top of this tower is the largest weather-vane in the world, a lake schooner 15 feet in length, with rigging in proportion. From the street below it does not appear to be a fifth of this size. Visitors are admitted to the tower, from which a grand bird's eye view of the city and the lake may be obtained. On the first floor are settling rooms, private offices, telegraph offices, etc. Above these is a great Exchange Hall, the dimension of which are 174 by 155 feet. Some idea of the vastness of this room may be obtained from the knowledge that one of the largest five story blocks in the city could be accommodated within it. The interior decorations are elegant. There are two galleries, one for the public and one for invited guests. Admission to the former may be gained within business hours. From this gallery a perfect view may be had of the operations on the floor, operations which it would be impossible to describe, and impossible for the average visitor to understand. Admission to the floor is granted only on rare occasions, and by the Secretary of the Board of Trade. The rear portion of the building is given over to offices.

Financial Condition of the Board.—The report of the Directors of the Board of Trade for 1890 showed that they had cancelled and purchased during 1890 $50,000 of the bonds of the board, leaving a total indebtedness of $1,350,000, bearing interest at 5 per cent. per annum, payable semi-annually, and due in 1933, or at the option of the board after 1893. After the payment of all bills and the purchase of $50,000 of bonds a surplus remained of $21,969.31. The directory fixed the assessment for 1891 at $65 a member, or $5 less than for 1890, $25 less than for 1888. The amount derived from rentals

of real estate was $99,585.46. The expenditures were as follows: Interest on bonds, $69,443.75; taxes on real estate, $20,124.14; insurance, $7,260; expenses of the railroad department, $57,180.08; total, $154,007.97. The difference, amounting to $54,422.51, may be considered as the cost to the board for the use of the exchange hall and other rooms.

Builders' and Traders' Exchange.—An organization of builders and dealers in builder's materials. Location of Exchange, 12, 14 and 16, No. 159 La Salle st. Officers: President, Joseph Downey; first vice-president, P. F. Conway; second vice-president, W. H. Mortimer; secretary, James John; treasurer, A. J. Weckler.

Chicago American Horse Exchange.—Situated at the southeast corner of Sixteenth and Dearborn sts., facing 151 feet on Sixteenth and 362 feet on Dearborn street. Take State street cable line. Officers of the Exchange—L. P. Harvey, president; Benjamin Brown, vice-president; Charles L. Easton, secretary and treasurer. The board of directors are: Messrs. Harvey, Brown, Easton, R. B. Hall, Marian Pickett, Mortimer McRoberts and William Bain. The property upon which the Exchange is to stand cost $150,000. Total cost of the improvement will be $225,000. Capitalization of the company, $300,000. The Exchange will consist of a main building, with frontage aggregating 1,020 feet. It will be two stories high, with basement under the entire building. This structure will surround an open space, 50x360 feet, covered with a large glass skylight. In this place the auction sales will be held. It will be used mainly for the exhibition track. The course will lie in a straight line, 360x20 feet. The turn will be made at either end by an extension or widening of the track ten feet.

F. C. Crowley has the contract for the entire improvement. The construction will be of brick, iron, glass and terra cotta, and practically fireproof. The offices of the Exchange will front on Sixteenth street. The storage will be in the second story of the entire structure. The basement will furnish 20,000 feet of additional storage room when it will be required. The foundations will be heavy enough to carry five stories, and the height of the building will be increased when the occasion demands. Surrounding the open court on the first story will be 500 stalls, with other needed stabling conveniences. The interior finish will be plain, but neat. The stalls will be of iron, with wooden floor. The auctioneer's stand will be at the Sixteenth street or main entrance to the open court. More than 1,200 people can be comfortably seated while attending sales. The exterior will present an ornamental appearance, although the treatment will be simple.

Mining Stock Exchange.—Recently incorporated. To be opened this spring. The Exchange will be conducted on the same general principles of the exchanges of New York and Denver and the Chicago Stock Exchange. Only such mining properties will be listed as are approved by the board of directors after an examination by experts. It is said that there is as much gold and silver mining stock owned in Chicago as in almost any other city in the country, but the want of an Exchange, where it can be readily bought and sold, has resulted in its being held by those only who could afford to send their own experts to examine the properties in which they proposed to invest.

Chicago Real Estate Board.—One of the most important and prominent of Chicago's commercial organizations. Organized in 1887. Comprises the leading and responsible real estate dealers of the city. Located in the Real

Estate Board building, Randolph and Dearborn sts. The Board rooms are made a general headquarters and depository for information pertaining to real estate interests. A carefully arranged record of transfers, council proceedings and enactments of the County Board are kept for reference, as well as maps, plats, etc., thereby furnishing facilities for members for learning facts without going to various public offices. Besides its function as a conservator of the public weal, the Board exerts beneficial influence in matters bearing more directly upon the interests of property owners and agents. A valuation committee of the Board is established whose duty is to value property on request for a small compensation by comparison with the service rendered. Valuations are made without bias for trust companies, investors, mortgagers, and for condemnation or damage purposes, by persons thoroughly competent to make them. As showing the high estimate upon services of this committee it is only necessary to say they were called upon to value $4,001,888.60 worth of real estate in 1888. One of the greatest results of this organization, however, is the prevention of fraud on the part of dishonest and irresponsible real estate dealers, and the creation of a high-toned sentiment among real estate men. No man of a blemished commercial character can become or remain a member.

OFFICERS FOR 1891.—Following are the officers for 1891: President, J. L. Lombard; vice-president, E. F. Getchall; secretary, Robert P. Walker; treasurer, S. E. Gross. Executive committee—Byron A. Baldwin, one year; W. W. Baird, two years. Valuation committee—W. J. Jackson, Joseph Donnersberger, E. H. Fishburn. Membership committee—W. P. Harrison, one year; W. F. Lubeke, one year; C. W. Pierce, D. M. Erskine, two years; J. H. Trumbull, Dunlap Smith, L. J. Swift, J. V. Hair. Call Board committee—F. M. Elliott, one year; C. L. Bonney, Nelson Thomason, Charles E. Rand. Public Service committee—South Side—W. D. Kerfoot, one year; B. R. De Young, one year. West Side—A. J. Stone, one year; E. A. Cummings, one year; George Birkhoff, one year. North Side—E. S. Dreyer, one year; J. L. Houghteling, two years. Reference committee—A. B. Mead, two years; M. R. Bernard, one year.

Chicago Stock Exchange.—Located in the Stock Exchange building, Dearborn and La Salle streets. Officers—President, Charles Henrotin; secretary and chairman, Joseph R. Wilkins; treasurer, W. A. Hammond. Calls at 10:30 A. M. and 2:15 P. M. on stocks and bonds. The Chicago Stock Exchange made greater progress in 1890 toward becoming an institution of prime importance in the financial situation of Chicago and the West than it had made in all the previous years of its existence. Trading has been active, and interest in the market has been widespread. The total sales at the Stock Exchange for 1890 were 1,058,074 shares, against 145,725 in 1889, and $18,268,600 bonds, against $19,029,500 in 1889. As Chicago ranks as the second city in the United States, the immensity of these operations are only second to those of Wall street, and many investors prefer to buy and sell the leading speculative stocks of Chicago in this exchange, as they are surer of finding quotations nearer actual values than if they sent their orders to the East, where the nature of Chicago properties are comparatively unknown. The Exchange building is devoted almost exclusively to the uses of bankers and brokers. The ground floor is occupied exclusively by bankers who have made a specialty of handling securities and documentary loans that represent corporations of great wealth. The arrangement of offices is peculiarly adapted to the quick despatch of business.

LOOKING TOWARD THE EXCHANGE BUILDING, STOCK [illegible]

Fruit Buyers' Association.—A new organization formed by the wholesale fruit dealers of Chicago. Meets at the Produce Exchange. The object of the Association is to regulate the sale of California fruit, from ten to twenty car-loads of which arrive daily, representing in value from $10,000 to $20,000. These fruits are disposed of at auction in two rooms. The rule laid down by the association is that each room shall begin the sale of fruits at 9:30 in the morning on alternate days, and if the room whose turn it is to commence at 9:30 is not ready, the buyers shall proceed to the other room, when the sale is to commence. When one room has begun a sale, the other must not start in until the first is finished. One object of this rule is to have the sales concluded by noon, instead of late in the afternoon, as formerly. Another object is to keep out an objectionable element that crowded the room. The fee for members is $25. The association is incorporated under the State laws. The following are the officers: President, J. F. Chacker, of Chacker Bros.; vice-president, J. D. Raggio, of J. D. Raggio & Co.; secretary, E. E. Connery, with M. Scanlon; treasurer, Samuel Page; trustees, Frank Cuneo, O. S. Edwards, Louis Boitano, S. H. Clapp and William Ostatag.

Fruit and Vegetable Dealers' Association.—Location of Exchange, 144 S. Water street. A prosperous and important association of merchants in the fruit and vegetable commission trade. Organized 1888. Officers for 1891: President, F. A. Thomas; vice-president, Robert A Burnett; treasurer. J. W. Sharp; secretary, Colonel Littler; executive committee, George W. Barnett, Charles B. Ayers, Henry A. Ott, Charles Wilmeroth, and F. A. Thomas; arbitration committee, J. W. Sharp, Edwin R. Baker, Richard Kemper, B. V. Emery, L. R. Ermeling, and George S. Sawyer.

Lumbermen's Association of Chicago.—This association was formed about April, 1891, from the three existing associations of lumber dealers—the Lumbermen's Exchange, Chicago Lumber Yard Dealers' Association, and the Lumbermen's Association of Chicago. The new association may be said to be the successor of the Lumbermen's Exchange, the oldest of the associations, incorporated March 31, 1869. The object of the Exchange is to advance the commercial character, and promote the general lumber interests of the City of Chicago and the Northwest, to inculcate just and equitable principles in trade, establish and maintain uniformity in the commercial usages of the city, acquire, preserve and disseminate valuable business information, and avoid and adjust, as far as practicable, the controversies and misunderstandings which are apt to arise between individuals engaged in trade when they have no acknowledged rules to guide them. Any person, firm or company, interested or engaged in the lumber trade, approved by the board of directors, may become a member of the association by signing the rules and regulations and paying the annual dues. Ex-members of the Exchange on retiring from business, may, by vote of the board of directors, be allowed the privileges of the Exchange rooms without fees. The officers are: C. A. Paltzer, president; E. Harvey Wilce, vice-president; E. E. Hooker, secretary; John McLaren, treasurer. The Exchange is located at 618 Chamber of Commerce Building.

The lumber business of Chicago is immense. The figures used in estimating it run away up into the billions. The water frontage used for unloading lumber needs be computed by miles. The cars used to move the Chicago supply to the demand are numbered by thousands. The men engaged in the work would make an army. There are about ten miles of water frontage in Chicago devoted to the lumber business. This frontage is principally on slips,

and is mostly located on the south branch of the Chicago river. There is however, a great deal of lumber handled on the lake front. To these large lumber districts must be added the many small yards scattered about the city. Michigan furnishes about 70 per cent. of the lumber supply, which comes by lake. The other 30 per cent. comes from almost everywhere. California furnishes the redwood. This is principally valuable for its durability when exposed to moisture in tanks, etc. Yellow pine comes from the South. Its principal use is for inside finishing, and the demand is increasing. Poplar comes almost altogether from Indiana and the South, oak from the middle States, walnut from the South, from Indiana, and a little from other localities.

Mutual Live Stock Insurance Company.—This company during the few years of its existence has paid out for losses $14,000. Officers—George Bain, president; P. B. Sheil, vice-president; Joseph Bee, treasurer; A. H. Smith, secretary and general manager; J. A. Bebby, superintendent of agents; Joseph Hughes, consulting veterinarian.

Other Exchanges.—AMERICAN LIVE STOCK ASSOCIATION, organized May, 1888. Has paid two dividends since then, 186 per cent. on the capital stock in 1889 and 150 per cent. in 1890. CHICAGO COAL EXCHANGE, 635, 225 Dearborn; CHICAGO ANTHRACITE COAL ASSOCIATION, 203, 225 Dearborn; CHICAGO FLOUR AND FEED DEALERS' ASSOCIATION, 907 Royal Insurance Building; CHICAGO LIVE STOCK EXCHANGE, Union Stock Yards; CHICAGO MILK EXCHANGE, meets Fridays, 144 S. Water; CHICAGO OPEN BOARD OF TRADE, Open Board Building, 18-24 Pacific ave.; CHICAGO OPEN BOARD OF TRADE CLEARING HOUSE, Open Board of Trade Building; COMMERCIAL EXCHANGE, (Wholesale Grocers), 11-34 Wabash ave.; GRAVEL ROOFERS' EXCHANGE, 99, 159 La Salle; INSTITUTE OF BUILDING ARTS, 63-65 Washington; NATIONAL ASSOCIATION OF LUMBER DEALERS, 35-92 La Salle; NATIONAL BUTTER, CHEESE AND EGG ASSOCIATION, 144 S. Water; NATIONAL PRODUCERS' AND SHIPPERS' ASSOCIATION meets monthly, 144 S. Water; PRODUCE EXCHANGE, 144 S. Water, cor. Clark, telephone 5628; UNION STOCK YARD AND TRANSIT COMPANY, S. Halsted, cor. Thirty-ninth.

DETECTIVE AGENCIES.

In addition to the city detective force there are established in Chicago a number of private detective agencies, the most responsible of which are the following:

Bonfield Detective Agency.— Founded by John Bonfield, formerly Inspector of the Chicago Police Department, located at 120, 122 and 124 La Salle street: John Bonfield, Principal; M. L. Bonfield, superintendent.

Bruce Detective Agency.—Robert Bruce, general superintendent; located at 166 Randolph street.

Hartman Detective Agency.—George A. Hartman, superintendent; located at 128 South Clark street.

International Detective Agency.—C. A. Wallace, superintendent, 186 S. Clark street.

Mooney & Boland Detective Agency.—This is a stock company, organized under the laws of the State of Illinois. The officers of the Company, all of whom are stockholders, are: James Mooney, president; John Boland, vice-president; T. E. Lonergan, secretary; W. J. Sutherland, treasurer. T. E. Lonergan is general manager; W. J. Sutherland, superintendent; and Emil

Sandmeyer, assistant superintendent of the new organization. The Moony & Boland Detective Agency ranks among the most reliable and respectable concerns of the kind in the world. It has branch offices in nearly every large city in the country. Some of the finest detective work, of a private as well as of a public nature, ever presented here, has been done by this agency. Its connection with the "Boodler Cases" gave it an international reputation.

Pinkertons' National Detective Agency.—Founded by the late Allan Pinkerton in 1850. William A. Pinkerton, general superintendent Western Division, 191 and 193 Fifth Avenue, Chicago; Robert A. Pinkerton, general superintendent Eastern Division, 66 Exchange Place, New York City. D. Robertson, assistant to general superintendent, Chicago; Frank Murray, superintendent of Chicago office; Charles Wappenstein, assistant superintendent. Offices at St. Paul, Kansas City, Denver, New York, Boston and Philadelphia. This is the original Pinkerton National Detective Agency.

Pinkertons' Protective Patrol.—Founded by Allan Pinkerton, 1850.—W. A. Pinkerton and Robert A. Pinkerton, principals. Chicago Station-house, 191-193 Fifth Avenue, Patrick Foley, captain; J. H. Cleary, 1st lieutenant; George Hay, 2d lieutenant.

Union Detective Association.—J. H. Lobell, superintendent; 125 S. Clark street.

Veterans' Police Patrol.—John L. Manning, manager; located at 91 S. Clark street.

EDUCATIONAL INSTITUTIONS.

The Educational Institutions of Chicago and its suburbs rank among the best in the United States. The new University of Chicago will be, when in full operation, one of the grandest institutions of learning in the world. The Northwestern University of Evanston holds a leading place among the higher colleges of the United States. The various universities, colleges, seminaries, academies, institutes, etc., are referred to below.

Chicago Athenæum.—In the summer of 1890 this honored institution, which has been justly called "The People's College," entered upon the most promising period of its history, at the opening of its Twentieth year. At that time the Board of Directors, composed of some of the best known and most influential citizens, with Ferd. W. Peck, Esq., as president, secured a valuable property 91 x 97 feet at 18 to 26 Van Buren st., one of the choicest locations in the city, which has been enlarged to a seven-story building and fitted up in the most attractive style, with all desirable conveniences. The property was purchased for $200,000, besides which $80,000 have been expended in the improvements. Situated in the very heart of the city, close to the Art Institute and in the same grand square on which the Auditorium stands, it is destined to become a recognized educational centre, and one of Chicago's most beneficent institutions. From the date of its organization in October, 1871, its animating spirit has been philanthropic. Though a private corporation, it has always maintained the Athenæum solely for the public good, having been chartered as an institution not for pecuniary profit. The benefits that it has bestowed upon this city can not be overestimated. Open daily throughout the year and five evenings a week for nine months of the year, with an able corps of twenty teachers and a large list of studies—all elective—young men and women may enter at any time, without examination, and receive the desired instruction at moderate cost. Here every-

thing is done by the superintendent and teachers not only to aid pupils in the special branches that they have chosen but to stimulate a love for learning. To this end a well-chosen circulating library of good English literature is maintained, containing books of reference in the arts and sciences, and an open reading-room with the daily and weekly papers, magazines and reviews. During the fall and winter lectures on popular science, literature and applied art are given. In the same building an assembly hall has been provided, which will give far better facilities for such instructive lectures. A room has been specially prepared to receive apparatus and chemicals for the illustration of lectures on natural philosophy and chemistry. For the past fifteen years the Athenæum has been closely allied with the Chicago Mechanics' Institute, organized in 1843, of which Geo. C. Prussing, Esq., is president, and has done all its educational work. The liberal advantages of the Institute are extended to indigent mechanics or their children, on written application, duly vouched for. Many a worthy young mechanic or citizen has thus secured, through the Athenæum evening classes, such thorough instruction in mathematics and drawing as to gain for him promotion in his trade, as an intelligent and practical foreman or a master-builder. While the greater importance in this "People's College" is attached to the fundamental branches whose utility is everywhere acknowledged, valuable service is also rendered to young women who desire to qualify themselves for teachers in the public schools, or to pass the examination for still higher grades, by giving them able instruction in advanced mathematics, physics and the natural science. Here also young men may receive special instructions in science, the classics and French or German to enable them to enter any college in the land. The new "Athenæum Building" is a substantial and commanding edifice constructed of pressed brick and stone. It is 91x97 feet and seven stories high. Special attention here is given to securing abundant light and good ventilation not only by means of numerous broad windows, those in front being plate glass, but through two large light-wells down through the entire building. A broad entrance and hall with handsome marble pavement and side walls leads to two large electric elevators, the first of this kind introduced into Chicago, by W. E. Hale & Co., and to a broad iron and marble stairway leading to the seventh story. The upper story has beed elaborately fitted up with sixteen or eighteen studios for the special accommodation of artists. The fifth and sixth floors are devoted to spacious and beautiful class-rooms, an assembly hall, library and reading-room, the business office and superintendent's private office. Other rooms below are occupied by literary, philanthropic and educational associations. With the exception of the broad entrance hall leading to elevators, the entire first story and basement have been made into the most spacious and fairly-appointed gymnasium in this city, with a height of 26 feet. The east half is devoted to the gymnasium proper, furnished with all the best apparatus that can be obtained. Thirteen feet above the floor is a suspended and well supported running track, 5 feet wide. The ceiling is finished in heavy hard wood panels, and admirably adapted for suspended rings, ladders, climbing ropes, etc. The west half is occupied by a splendid racket alley (or hand ball court), 65x23 feet, with cement walls; a plunge bath lined with English porcelain, 18x28 feet and 7 feet deep; four shower bath and five porcelain tub bath rooms, also two rooms 12x16 feet for sparring and fencing. Along the entire front run two of the best standard bowling alleys, being partly under the sidewalk and well lighted. Adjoining the office, on the

VANDERCOOK-CO.CHI.

first floor, is a well furnished barber-shop for the special accommodation of members. Thus generously equipped with apparatus, and with spacious and handsome educational departments, the Chicago Athenæum is destined to become one of the most attractive institutions for mental and physical culture of any city in the land. The names of the officers and directors of the Chicago Athenæum are a sufficient guarantee of its high standard and useful aims. Ferd. W. Peck president; John J. Glessner, first vice-president; Wm. R. Page, second vice-president; John Wilkinson, secretary and treasurer; Edward I. Galvin, superintendent in charge. Directors: Henry Booth, Franklin H. Head, Lyman J. Gage, Wm. J. Chalmers, Hugh A. White, Joseph Sears, Ferd. W. Peck, John J. Glessner, Wm. R. Page, A. C. Bartlett, J. J. P. Odell, Alex. H. Revell, John Wilkinson, Harry G. Selfridge, H. H. Kohlsaat, Horace H. Badger. Under the guidance and government of these public-spirited citizens, this time-honored institution will ever keep in the line of progress, in promoting the interests of practical education.

Chicago Manual Training School.—Located at Michigan ave. and Twelfth st. Take State st. cable line. Founded by the Commercial Club of Chicago, and its history dates from the regular monthly meeting of that club held, March 25, 1882, at which time the necessary funds were subscribed, and a committee appointed to propose a plan for the organization of the school. The Chicago Manual Training Association was incorporated under the laws of the State of Illinois, April 19, 1883, and the control of the school was vested in a Board of Trustees, nine in number, elected by the Association. The lot on which the building stands was purchased March 28, 1883; the corner-stone was laid with appropriate ceremonies September 24, 1883, and the regular school exercises began February 4, 1884. The Junior class, only was organized at that time, and consisted of seventy-two pupils, all that could be accommodated. The dedicatory exercises were held June 19, 1884. The Middle class was organized September 1, 1884; the Senior class September 7, 1885. The first class was graduated June 24, 1886. In September, 1886, the capacity of the school was increased, and a Junior class numbering ninety-six was admitted. The object of the school is clearly stated in the Articles of Incorporation, as follows: "Instruction and practice in the use of tools, with such instruction as may be deemed necessary in mathematics, drawing and English branches of a high school course. The tool instruction as at present contemplated shall include carpentry, wood-turning, pattern-making, iron chipping and filing, forge work, brazing and soldering, the use of machine shop tools, and such other instruction of a similar character as may be deemed advisable to add to the foregoing from time to time, it being the intention to divide the working hours of the students, as nearly as possible, equally between manual and mental exercises. The Board of Trustees consists of E. W. Blatchford, president; R. T. Crane, vice-president; Marshall Field, treasurer; William A. Fuller, secretary; John W. Doane, Christoph Hotz, Edson Keith, George M. Pullman. The teachers are: Henry H. Belfield, Ph. D., Director; W. R. Wickes, A. M., Algebra; H. W. Eaton, Ph. D., Geometry and Physics; Charles E. Boynton, A. B., Chemistry and Physiology; E. B. Ferson, A. M., Drawing; H. C. Powers, Machine Shop; W. O. Hansen, Forge and Foundry; G. W. Ritchey, Woodwork; H. C. Fall, B. S., Drawing; S. B. Ragatz, Woodwork; Ruth L. Phelps, Latin; W. M. Parks, Passed Asst. Engi. U. S. N. Mechanics, Design and Construction of Engines. The course of study and practice is as follows:

JUNIOR YEAR—1. *Mathematics*—Algebra; Geometry. 2. *Science*—Physiology. 3. *Language*—English Language and Literature; or Latin. 4. *Drawing*—Freehand Model and Object; Projection; Machine; Perspective. 5. *Shopwork*—Carpentry, Joinery, Wood-Turning, Pattern-Making, Proper Care and Use of Tools.

MIDDLE YEAR—1. *Mathematics*—Geometry; Plane Trigonometry. 2. *Science*—Physics. 3. *Language*—General History and English Literature, or Latin. 4. *Drawing*—Orthographic Projection and Shadows; Line and Brush Shading; Isometric Projection and Shadows; Details of Machinery; Machines from Measurement. 5. *Shopwork*—Molding, Casting; Forging, Welding, Tempering; Soldering, Brazing.

SENIOR YEAR—1. *Mathematics*—Mechanics; Book-keeping. 2. *Science*—Chemistry and Physical Geography, or Descriptive Geometry and Higher Algebra. 3. *Language, Etc.*—English Literature, Civil Government, Political Economy, or Latin or French. 4. *Drawing*—Machines from Measurement; Building from Measurement; Architectural Perspective. 5. *Machine Shopwork*—Chipping, Filing, Fitting, Turning, Drilling, Planing, Etc. Study of Machinery; Management and care of Steam Engines and Boilers.

Candidates for admission to the Junior year must be at least fourteen years of age, and must pass a satisfactory examination in Reading, Spelling, Writing, Geography, English Composition, Arithmetic, and History of the United States. Boys who have completed a grammar school course should have no difficulty in passing the examination for admission. A certificate of the completion of the first year's course in a reputable high school is accepted in lieu of examination. No boy will be admitted without a certificate of good moral character from some responsible person; and no pupil will be retained who is an impediment to the progress, or an injury to the morals, of his classmates. The school year is divided into two terms of twenty weeks each, and begins on the First Monday of September. Tuition, payable by the term, is as follows:

JUNIOR YEAR,	per term,	$40.00.	Per year,	$ 80.00
MIDDLE YEAR,	"	50.00.	"	100.00
SENIOR YEAR,	"	60.00.	"	120.00

To secure or retain a seat, tuition must be paid, or arrangements satisfactory to the Director made, not later than the first week of each term. A deposit of $5 is made by every pupil as an offset against possible damage to tools, apparatus, etc. This deposit is returned, less assessments, if any, when the pupil leaves school. Pupils furnish their own books, drawing instruments and material, aprons, overalls and pocket tools. Shop tools and material are provided by the school. The school does not furnish board or lodging, which may be obtained in the city or suburbs for $5 to $6 per week. The Director will assist non-resident pupils in obtaining homes. The cost of books is, for Junior Year, about $5; for Middle and Senior Years, about $6 each. Drawing material and drawing instruments cost about $15 for the Junior Year; about $5 for Middle and Senior Years, each. The founders of the school desire that its advantages may be enjoyed by boys who, by reason of age, scholarship, mechanical aptitude and good moral character, are fitted to enter the school, but who, from lack of means, hesitate to apply for admission. Provision has been made for the payment of the tuition of a limited number of such deserving boys, whose parents are invited to consult with the Director. School hours are from 9 A. M. to 3:30 P. M., with inter-

mission of thirty minutes from 1 o'clock. A warm lunch is provided at reasonable rates for those who desire it.

Chicago Kitchen Garden Association.—Located at Room 12, Huron street school, where cooking classes are held after regular school hours. Take Clark or State st. cars, going north. Officers—Mrs. J. R. Owens, president; Mrs. S. M. Nickerson, Mrs. Victor F. Lawson and Mrs. H. J. Cobb, vice-presidents. From the latest report of the association to the Chicago School Board the following facts are derived: Permission to use the school room was granted in March, 1889. The room was fitted up by the association; cooking stoves put in, a sink built, a separate gas meter and water connections added, fuel purchased and the janitor paid for the additional trouble which the care of the room gave him, These facts are mentioned to show that all the expenses attending the classes have been met by the association. Two classes were started, with eleven girls in one and thirteen in the other; but the attendance increased so rapidly that by the end of June thirty-nine pupils were attending the classes. The cooking school re-opened in September, 1889, at the same place, with eighteen of the former pupils in an advanced class and a sufficient number to form two new classes. Here is the record of attendance: From March, 1889, to June, 1889, 39; from September, 1889, to February, 1890, 52; from February, 1890, to June, 1890, 67; total, 158. During this period two exhibitions of the cooking classes were given. The teachers and some of the parents attended and enjoyed seeing the pupils cook and serve lunch. The directors admit that if the work of the cooking classes of the public schools of New York, Boston, Philadelphia and Milwaukee is compared with that of the Chicago classes, the result is unfavorable to the latter. The time allowed for the lessons is too short. Each pupil, they think, should be given at least two lessons a week. At present the classes are held after school hours, and it is often 4 o'clock before the children from the neighboring schools are in their seats. If the girls who attend these classes could be dismissed at 3 o'clock from school they would make great progress in acquiring the domestic art—for it can be truly called an art. The association has engaged Miss Allen, a graduate of the Boston cooking school, and who has taught cooking in the public schools of Boston, to take charge of the classes at the Huron street school. This secures for the pupils the best advantages that can be obtained.

Chicago Theological Seminary.—Located at the corner of Ashland and Warren aves., opposite Union Park, West Side. Take Madison st. or Randolph st. cars, going west. In 1854 the Chicago Theological Seminary was founded by delegates from Congregational churches in Michigan, Indiana, Illinois, Iowa and Wisconsin. The seminary was incorporated under the laws of Illinois on March 6, 1855, and opened its halls for work on October 1, 1858. From its inception it has been under the control of the churches of the Northwest, which, through what is called the triennial convention, elect the director and visitors. In 1869 the management decided to provide a special course for men who had not a classical training. In recent years there has also been established three foreign departments—German, Swedish and Dano-Norwegian. The German department is in close connection with the German seminary at Crete, Neb., and receives students from it. The Swedish department has the approval and support of numerous Swedish churches throughout the United States The Dano-Norwegian department has no ecclesiastical connections. The institution is governed by a board of

directors, of which the officers are: President, E. W. Blatchford; vice-president, C. F. Gates; secretary, Rev. G. S. F. Savage.

THE FACULTY, ETC.—The following is the faculty: Rev. Franklin Woodbury Fisk, D. D., LL. D., president and Wisconsin professor of sacred rhetoric. Rev. George Nye Boardman, D. D., LL. D., Illinois professor of systematic theology. Rev. Samuel Ives Curtiss, Ph. D., D. D., New England professor of Old Testament literature and interpretation and librarian. Rev. Giles Buckingham Wilcox, D. D., Stone professor of pastoral theology and special studies. Rev. Hugh Macdonald Scott, D. D., Sweetser and Michigan professor of ecclesiastical history. Rev. George Holley Gilbert, Ph. D., Iowa professor of New Testament literature and interpretation. Rev. Gustav Adolph Zimmermann, Ph. D., instructor in the German department. Rev. Peter Christian Trandberg, instructor in the Dano-Norwegian department. Rev. Fridolf Risberg, S. M. C., instructor in the Swedish department. Rev. David Nyvall, M. Ph. C., instructor in the Swedish department. J. R. J. Anthony, instructor in elocution on the J. W. Scoville endowment. Rev. Reinert August Jernberg, B. A., B. D., instructor in English in the Scandinavian departments. In addition to its other advantages the seminary has a library containing 9,400 volumes, furnishing adequate reference material for students. The library is open eight hours each day, and the reading room attached to it is supplied with the leading American and European reviews and religious papers. Recently a handsome dormitory has been added to the seminary. It was formerly opened at the close of 1890. The new building is 125 feet by 150. The front portion is five stories and the rear portion four stories in height. The lower story contains four lecture rooms, parlor, reception room, offices and studies for professors. The upper stories are used entirely for a dormitory, and have accommodations for 134 students. The main building faces Ashland ave., and there is a wing on Warren ave. and one in the rear. The total cost of the building was $110,000.

Illinois Military Academy.—Located at Morgan Park, a suburb of the city, situated on the Chicago, Rock Island & Pacific railroad, thirteen miles from the City Hall. Take train at Van Buren Street depot, Van Buren and Sherman streets. A boarding-school for young men, conducted on the West Point plan. The students are known as cadets and are uniformed. The course of instruction is thorough, and at the same time the physical powers are developed by the exercises and drills for which the Academy is noted. Though it is a boarding-school, residents of the town can enjoy all its advantages and still have their sons board at home. The school building cost $40,000 and is situated on the hill and surrounded by a drill-ground of fifteen acres.

Josephinum, The.—Situated at Oakley avenue and Thompson street, in the northwestern section of the city. The institution is under the pastoral supervision of Father Thiele, of St. Aloysius Church, and under the immediate charge of Sister Superior Edward and the Sisters of Christian Charity, and is for the instruction of young women. The course of study admits of the ordinary academic branches, together with a thorough course in practical housekeeping. The latter course is a new venture in the field of instruction and will be the principal feature of the school. Those attending will not only receive a thorough intellectual and Christian training, but they will also master the culinary science. The Josephinum is a beautiful structure and is

surrounded by a broad expanse of prairie. The building and grounds cost $100,000. There are accommodations for about seventy-five boarders and two hundred day pupils.

Kenwood Institute for Young Ladies.—Located at "Kenwood." Take Illinois Central train, foot of Randolph or Van Buren sts., or Cottage Grove ave. cable cars. The Institute is located on Lake ave. and Fiftieth st., and is in charge of Mrs. Helen E. Starrett, an accomplished woman and a writer of some celebrity. It was founded by Mrs. Kennicott, wife of Dr. Kennicott, in 1866, and has been a fashionable boarding-school for young ladies for several years. [See "Kenwood."]

Lake Forest University.—Located at Lake Forest, a suburb of Chicago, situated on the Milwaukee division of the Chicago & North-Western railway, twenty-eight miles from the city, on the north shore of Lake Michigan. Take train at Wells Street depot, Wells and Kinzie sts., North Side. In 1853 several prominent presbyterians of Chicago, feeling the need of an institution where young men might be trained for the ministry, decided upon the establishment of a college. There was nothing of the kind nearer than Lane Seminary at Cincinnati, and the want seemed to be an imperative one. The scheme was crystallized by Rev. J. J. Slocum, who afterward started the New York *World*. Committees that were self-constituted began searching for a suitable site for the new college. Offers of land were made at Winnetka, Glencoe and other points, but for some reason the sites did not seem to catch the fancy of the committee. It was left for Rev. Ira M. Weed to call the attention of those interested in the matter to the present site. Mr. Weed lived at Waukegan, and had often been moved by the beauty of the scenery at Lake Forest. On the first visit the committee decided that they had found the place of all places.

A location decided upon, a plan of operations was devised. An association, known as the Lake Forest Association, was formed in 1856, with Heran F. Mather, president; Horatio Shumway, secretary, and Peter Page, D. J. Lake, Thomas R. Clark and Franklin Ripley, Jr., trustees. By subscription the capital stock was made $50,000, in shares of $500. The scheme was to buy the ground, set apart fifty acres for the trustees, thirty acres for college grounds, ten acres for an academy and ten acres for a female seminary. Every other lot was to belong to the University, by the sale of which means to pay for the whole was to be raised. In all 2,300 acres of land were bought, the price ranging from $25 to $100 per acre. The cholera plague of 1854 helped the scheme along. By it several wealthy men sought homes there, induced by the double opportunity of doing good and at the same time of securing desirable and healthy suburban homes.

It was not till 1878 that the college entered upon its era of prosperity. Then the college hall was built at a cost of $30,000, and the college opened with a faculty of seven and fifty students. In 1886 Dr. Roberts was called to the presidency, and it is through his management that the college is coming to be recognized at home and abroad. Among other things he has raised $700,000 for the college and has caused new blood to be infused into the faculty as well as in the make-up of the board of trustees. There are now about one hundred and fifty students and several thorough and complete courses. A gymnasium is soon to be erected at a cost of $25,000, and everything points to an era of renewed prosperity.

Connected with the college as a department is the Ferry Hall Seminary

for young ladies. It was established in 1858 by Rev. W. D. Ferry, of Fair Haven, Mich., who left a bequest of $35,000 for the purpose. A suitable building was erected and to-day over one hundred and fifty young ladies are in yearly attendance. In many ways this institution is a revelation in the way of ladies' seminaries. It provides two courses, the scientific and classical, and fits the pupils for entering almost any college. It alsoprovides a seminary course of two years, a course in music and special courses. Especial attention is given to physical culture. A gymnasium has been fitted up with every variety of mechanical appliances for physical training. A competent instructor is in charge and all are required to take gymnastic exercise. In short, at Ferry Hall the pupils can have all the advantages of a home and of a first-class seminary.

A $250,000 Art Institute building is in process of erection. Mr. and Mrs. Henry Durand are the originators of the enterprise, and, with the assistance of others, among whom are Senator Farwell, Marshall Field, Walter Larned, Simon Reid, and John H. Dwight, the necessary funds have been subscribed. The structure is to be of red sandstone and three stories in height, besides a basement. Every modern improvement will be introduced, the plans having been made particularly with a view to durability and permanent usefulness. In the basement will be lecture-rooms for the use of the classes in physics and chemistry. This department is to be furnished with the most recent conveniences for the pursuit of those studies. The first and second floors will be fitted up for the accommodation of the Art Institute proper. On the top floor the classes in biology will be provided for.

Lewis Institute.—The late Allen C. Lewis left a bequest in the nature of a fund to be used in the establishment of a technical school of the highest order. The buildings of the Institute are to be erected on the property at Van Buren and Morgan streets, West Side. The property is 165x201 feet, the longer frontage being on Van Buren street. Title goes from O. W. Barrett to James Adsit, Hugh A. White, and Henry F. Lewis, trustees of the Lewis estate. The consideration is about $100,000. The fund now amounts to more than $1,000,000, to be expended, if Mr. Lewis' wishes are followed, about as follows: Two hundred and fifty thousand for land and buildings, $50,000 for books and apparatus, and $500,000 for a sustaining fund. Now that the fund has swollen to greater proportions by one-third than Mr. Lewis had anticipated, the project is in even better shape than he thought it would be at the time fixed by him. This was 1885, as Mr. Lewis directed that the fund should be allowed to increase until that date, or until it reached $800,000. While no plans have yet been drawn it is known that the building, to be a structure of few stories, will cover all the ground. The Institute will be patterned in a general way after the Girard College, or the Massachusetts Institute of Technology. As Mr. Lewis wished the Institute to include reading-rooms, courses of lectures, and day and night schools for young men and women, these features will undoubtedly be incorporated in the project.

McCormick Theological Seminary.—Located on North Halsted street, between Belden and Fullerton avenues, North Side; take Lincoln avenue cars, North Side cable line. This widely known and successful school of sacred learning, organized by the Presbyterian Church for the distinct purpose of training young men to preach the Gospel, was permanently established at Chicago in the year 1859, in consideration mainly of a donation of one hun-

dred thousand dollars, made to the General Assembly of that year by the late Cyrus H. McCormick, on condition of Chicago's being chosen as the location. Prior to this date, however, the institution had passed through an important history connecting it with two other localities and extending as far back as the year 1830. It was first organized at Hanover, Indiana, in 1830, as a department of the Hanover College, where it was taught for ten years, under the instruction of Rev. John Matthews, D. D., and others, during which time forty-five students were educated for the ministry. In 1840 this Theological Department was removed by the Synods in charge of it, and re-established as a separate theological seminary at New Albany, Indiana, with the title of the "New Albany Theological Seminary," and at this place it continued for seventeen years, under the instruction of Dr. Matthews and Dr. James Wood till the death of the former, and then under Drs. MacMaster, Stewart, Thomas and Lindsley. During this second period 147 students were educated. In 1859, by the concurrent action of its Board of Directors, and of the seven Northwestern Synods then controlling the seminary at New Albany, the school was transferred to the General Assembly of the whole Church. The Assembly having received Mr. McCormick's offer, fixed upon Chicago as the most fitting place for the "Seminary of the Northwest," and at once appointed a new Board of Directors and a new faculty to open the school at Chicago, under that wider designation. The professors, appointed by the Assembly, Drs. N. L. Rice, Willis Lord, L. J. Halsey and W. M. Scott, were inaugurated in October, 1859, and with fifteen students in attendance, this much traveled institution entered upon its third and now more hopeful term of service. About the time of this opening the broad and beautiful grounds on which the seminary buildings now stand were donated to the institution by four public-spirited citizens of Chicago—twenty acres by Messrs. William B. Ogden and Joseph E. Sheffield, and five acres by Messrs. William Sill and Michael Diversey. At the date of the gift, this ground was valued at one thousand dollars per acre. Now it is probably worth fifteen or twenty times as much. The first building on the grounds, now known as the "Ewing Hall," was erected in 1863, and contains thirty-five rooms for students, a reading room and a refectory. The second building was erected in 1875, containing chapel, library and two lecture rooms. The third, McCormick Hall, was erected in 1884, containing fifty-one suites of rooms for students, a parlor and a faculty office. The fourth public building, Fowler Hall, was erected in 1887, and contains sixty-one suites of rooms for students, and two lecture rooms. Besides these, five houses for professors have been erected since 1882.

BUILDINGS.—This fine group of educational buildings, all of brick and stone, and all artistically arranged on a spacious campus of grass plots, trees and graveled walks, constitutes an attractive feature to the eye of the visitor, and makes the seminary an ornament to the city. Both in its outward adornments and in the completeness of all its internal arrangements, this seminary is probably not excelled by any similar institution in our country. These four public edifices, including the five residences of the professors, represent an outlay of $315,000, of which $285,000 were contributed by Mr. Cyrus H. McCormick and his family. But in addition to this large outlay on buildings, Mr. McCormick, prior to his death, which occurred in 1884, had also, in addition to his original gift, contributed to the endowment funds of the seminary the sum of seventy-five thousand dollars. And after his death, his son, Cyrus H. McCormick, Jr., and Mrs. McCormick followed up these great

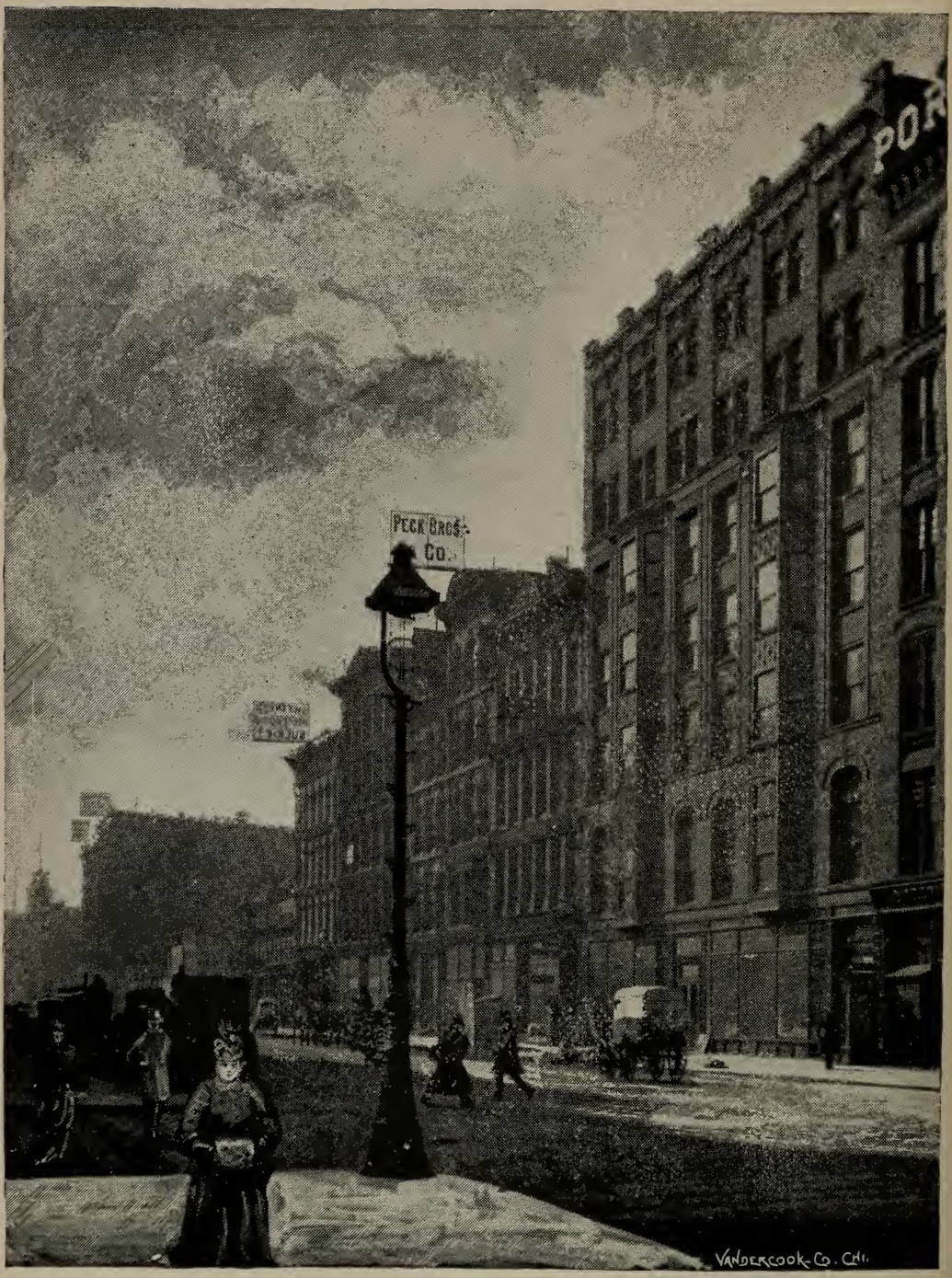
gifts, in 1885, with the further munificent donation of one hundred thousand dollars. In consideration of a liberality so long continued and so unusual, the Board of Directors and the Board of Trustees of the Seminary took concurrent action in 1886, asking the General Assembly to so amend the constitution of the Seminary as to change the name of the institution from its old title of "Theological Seminary of the Northwest" to that of "The McCormick Theological Seminary of the Presbyterian Church." This measure, adopted by a unanimous vote in the two Seminary Boards, was also adopted in the General Assembly of 1886 by a vote almost unanimous.

LIBRARY.—The library of the Seminary contains about 10,000 volumes, mostly of standard theological works. With the ample accommodations in the way of buildings and the increased facilities for study secured during the last five or six years, the number of students in attendance has had a large and steady increase. From less than fifty, the roll of the three classes has gone up with each year until it reaches one hundred and seventy-one, the number now in the institution. The present faculty consists of eight instuctors, all of whom except one have been inducted into their chairs since 1880; and the large increase of students is no doubt largely due to the new life and vigor which they have infused into their work. The present teaching force of the institution is as follows:

FACULTY.—Rev. Le Roy J. Halsey, D. D., LL. D., Professor Emeritus of Church Government and the Sacraments; Rev. Thomas H. Skinner, D. D., Cyrus H. McCormick Professor of Didactic and Polemic Theology; Rev. Willis G. Craig, D. D. LL. D., Professor of Biblical and Ecclesiastical History; Rev. David C. Marquis, D. D., Professor of New Testament Literature, and Exegesis; Rev. Herrick Johnson, D. D., LL. D., Professor of Sacred Rhetoric and Pastoral Theology; Rev. Edward L. Curtis, Ph. D., Professor of Old Testament Literature and Exegesis; Rev. John De Witt, D. D., LL. D., Professor of Apologetics and Missions; Rev. Augustus Stiles Carrier, Instructor in Hebrew.

TUITION CHARGES.—This Seminary charges students no fee whatever—tuition, use of Library and of furnished rooms being entirely free. Convenient day board may be obtained at from $3.00 to $3.50 per week. Washing 60 cents per dozen. The charge to each student for steam heat is $12.00, and for gas $4.00. Deserving students, whose circumstances require it, receive aid to a limited extent from the scholarships of the Seminary and from special funds contributed for this purpose. Students needing aid should apply first to the Board of Education through their Presbyteries. If the Board's Scholarship should prove insufficient an additional sum will be granted from the scholarship funds of the Seminary. But the aggregate amount received from both sources shall not exceed $200.00. The session for study is seven months. This leaves a continuous vacation of five months, during which period, students have no difficulty in finding useful and remunerative employment in Mission work. Stated preaching, during the term, is forbidden by the rules of the Faculty, and occasional preaching must not interfere with required Seminary work.

STUDENTS ADMITTED.—This institution is open to students of all denominations of Christians. Its object is the thorough training of young men for the ministry of the Gospel. The requisites of admission are a consistent Christian profession in connection with some Evangelical Church, and a regular course of collegiate study. Where a full collegiate course has not been



KIMBALL HALL—WABASH AVENUE.

pursued, a special recommendation is required from the Presbytery. Each student should bring a letter of church standing from his Pastor or Session, and also his College Diploma or other testimonial of scholarship. When students come from other Theological Seminaries, they must bring evidence of an honorable dismission. Testimonials should be furnished on applying for admission.

Morgan Park Female Seminary.—Located at Morgan Park, a suburb of Chicago, situated on the Chicago, Rock Island & Pacific railroad, thirteen miles from the Court-house. Take train at Van Buren Street depot, Van Buren and Sherman sts. This institution was formerly known as the Chicago Female Seminary. It is located opposite the Illinois Military Academy in a natural grove, and cost $30,000. Dr. Gilbert Thayer, its president, has so looked after the welfare of those committed to his charge that each year the institution has grown and improved till it now ranks with the best in the country. Besides pupils from Cook county and Illinois, there are numbers from other States.

Morgan Park Theological Seminary.—Located at Morgan Park, a suburb of Chicago, on the line of the Chicago, Rock Island & Pacific railroad, thirteen miles from the city. Take train at Van Buren Street depot, Van Buren and Sherman sts. The Baptist Theological Union founded the Seminary here in 1877, having been granted a tract of five acres by the citizens. Immediately a $30,000 building was erected. Within the last two years there have been added a spacious library, costing $15,000, and well stocked with a collection of 35,000 volumes. Blake Hall, a beautiful structure, containing the chapel, professors' rooms and recitation rooms, has also lately been added at a cost of $35,000. The seminary is benevolent in its character and the largest institution of its kind in the United States. The course of study is three years, which is free to the students. All it costs them is living expenses, which by system is reduced to minimum. The course of study is most thorough, and the college offers unexcelled facilities for research into biblical literature, church history, homiletics and systematic theology. The graduates of Morgan Park Theological Seminary are to-day filling many of the best pulpits in the land. In 1884, it might be added, a Dano-Norwegian department was established, and now many of the regular students are from foreign countries. The faculty contains such names as George W. Northrup, D. D., LL. D., president; James R. Boise, D. D., LL. D.; B. Hulburt, D. D. The latter was a short time ago offered the presidency of Colgate University, formerly Madison University, of Hamilton, N. Y., but refused, that he might continue his life-work begun at Morgan Park. [See Uuiversity of Chicago.]

Northwestern Oratorical League.—The leading universities of the Northwest have combined to form the Northwestern Oratorical League, providing for an annual contest, to be held at each college in rotation the first Friday in May. These colleges are the Northwestern University, of Evanston; Michigan University, of Ann Arbor; Oberlin, Ohio; and Wisconsin State University, of Madison, Wis. An executive committee, consisting of president, secretary and treasurer of the league has charge of the business details. They also are empowered to select the six judges of contest, three of whom grade composition and thoughts, and three judge the delivery. In addition to specifying an impartial selection of judges, each college association may remove two on protest. The prizes are of $100 and $50 each.

The method of selecting contestants is left to the decision of each college association. At Northwestern the contestants will probably be selected from the junior and senior classes by a series of preliminary contests.

Northwestern University.—An institution under the control of the Methodist Episcopal church, but entirely unsectarian in its government and administration, was chartered January 28, 1851. The seat of the college of liberal arts, the academic department, and the college of music, oratory and theology is at Evanston, a village of 10,000 inhabitants, twelve miles north of Chicago, on the shore of Lake Michigan. Take Northwestern train (Milwaukee division) at Wells Street depot, Wells and Kinzie sts., or Chicago, Milwaukee & St Paul train (Evanston division) at Union depot, Adams and Canal sts. Trains run at brief intervals through the day. Excursion tickets 60 cents. Visitors may in the course of a morning or afternoon make a trip to Evanston, giving abundant opportunity for an inspection of the grounds and buildings of the University. The most noteworthy of the buildings of the Evanston departments of the University are the following: University Hall, Science Hall, the Gymnasium, Herb's Hall, Memorial Hall, the new Dormitory, the Swedish Seminary, the Dearborn Observatory. These buildings are all on the campus of the University. A short distance west of the campus are the following buildings: Woman's College, College cottage, and the Norwegian-Danish Theological Seminary. The colleges of medicine, law, pharmacy, and dentistry are located in Chicago, in proximity to the hospitals and the courts of law. The first president of the University was Rev. Dr. Clark T. Hinman. The complete list of presidents up to date is as follows: 1853–1856, Rev. C. T. Hinman, D. D.; 1856–1869, Rev. R. S. Foster, D. D., now Bishop Foster; 1869–1872, Rev. E. O. Haven, D. D.; 1872–1881, Rev. C. H. Fowler, D. D., now Bishop Fowler; 1881–1890, Rev. Joseph Cummings D. D.; Henry Wade Rogers, LL. D., the present incumbent, was elected to the presidency in the summer of 1890.

College of Liberal Arts.—The College of Liberal Arts is the center of the entire University system. This department, located at Evanston, offers four courses of study, each requiring four years of work, as follows: the classical course, the philosophical course, the scientific course, and the course in modern literature. These courses lead to the following degrees: A. B., Ph. B., B. S., B. L. The requirements to admission to these courses are as follows:

Classical Course.—1. English—Grammar; composition. 2. History—Smith's Smaller History of Greece, Smith's Smaller History of Rome, Johnstone's History of the United States. 3. Geography—political geography, ancient and modern, and Houston's physical geography. 4. Physics—first five chapters of Avery's Elements of Natural Philosophy. 5. Human anatomy and physiology—Martin's Human Body (Briefer course). 6. Mathematics—arithmetic; Loomis' or Wells' College Algebra through Quadratic Equations; plane geometry. 7. Latin—Grammar (including prosody); Cæsar's Commentaries, four books; Cicero, six orations; Virgil, Bucolics, and six books of the Æneid; the translation, at sight, of passages from Cæsar or Cicero; Jones' Latin Composition or an equivalent. 8. Greek—Grammar; Xenophon's Anabasis, three books; Homer's Iliad, three books; Jones' Greek Composition.

Philosophical Course.—Candidates for the Freshman Class will be examined in the following studies:

1. *English*—Grammar; Composition. 2. *History*—History of Greece; History of Rome; Johnston's History of the United States. 3. *Geography*—Political Geography, Ancient and Modern; and Houston's Physical Geography. 4. *Physics*—First five chapters of Avery's Elements of Natural Philos-

ophy, or an equivalent. 5. *Human Anatomy and Physiology*—Martin's Human Body (Briefer Course). 6. *Mathematics*—Arithmetic; Loomis' or Wells' College Algebra, through Quadratic Equations; Plane Geometry. 7. *Latin*—Grammar (including Prosody); Cæsar's Commentaries, four books; Cicero, six orations; Virgil, Bucolics, and six books of the Æneid; the translation, at sight, of passages from Cæsar or Cicero; Jones' Latin Composition. 8. *French*—Whitney's French Grammar, or an equivalent; the ability to read ordinary French prose at sight.

Students who take the Greek of the College Course in the place of Latin, will substitute for the above Latin, the Latin of the Preparatory Scientific Course and the Greek of the Classical Course.

SCIENTIFIC COURSE.—Candidates for the Freshman class will be examined in the following studies:

1. *English*—Grammar; Composition. 2. *History*—Johnston's History of the United States. 3. *Geography*—The applicant must be prepared in Physical Geography, and be able to draw an outline map of any country or state and locate therein the principal towns, rivers and mountains. 4. *Physics*—Avery's Elements of Natural Philosophy entire. 5. *Human Anatomy and Physiology*—Martin's Human Body (Briefer Course.) 6. *Zoölogy*—Packard's Elements of Zoölogy. 7. *Botany*—Gray's Lessons, and the ability to analyze common flowering plants. 8. *Mathematics*—Arithmetic (familiarity with the metric system of weights and measures required); Loomis' or Wells' College Algebra, through Quadratics; Plane Geometry. 9. *Astronomy*—Steele's New Astronomy. 10. *Latin*—Jones' Latin Lessons, and two books of Cæsar's Commentaries. 11. *German*—Joynes' Revision of Meissner's German Grammar; the ability to read ordinary German prose at sight. 12. *French*—Whitney's French Grammar; the ability to read ordinary French prose at sight. 13. *Drawing*—Elements of Free-hand and Geometrical Drawing, such a knowledge of the subject as may be gained by practice under instruction one hour a week through the year.

COURSE IN MODERN LITERATURE.—Candidates for the Freshman class will be examined in the following studies:

1. *English*—Grammar, Composition. 2. *History*—History of Greece; History of Rome; Johnston's History of the United States. 3. *Geograpy*—Political (Barnes' Common School) and Houston's Physical Geography. 4. *Physics*—Avery's Elements of Natural Philosophy entire. 5. *Human Anatomy and Physiology*—Martin's Human Body (Briefer Course). 6. *Botany*—Gray's Manual of Botany. 7. *Mathematics*—Arithmetic; Loomis' or Wells' College Algebra, through Quadratics; Plane Geometry. 8. *Latin*—Jones' Latin Lessons, and two books of Cæsar's Commentaries. 9. *German*—Joynes' Revision of Meissner's German Grammar; the ability to read ordinary German prose at sight. 10. *French*—Whitney's French Grammar; the ability to read ordinary French prose at sight.

Special students, not candidates for a degree, are allowed to pursue such studies as they may select, under certain conditions.

FACULTY OF COLLEGE OF LIBERAL ARTS.—The faculty of the College of Liberal Arts is as follows: Henry Wade Rogers, LL. D., President; Daniel Bonbright, LL. D., Latin; Oliver Marcy, LL. D., Natural History; Julius F. Kellogg, A. M., Mathematics; Herbert F. Fisk, D. D., Pedagogics; Robert L. Cumnock, A. M., Rhetoric and Elocution; Robert Baird, A. M., Greek; Charles W. Pearson, A. M., English Literature; Robert D. Sheppard, D. D., History and Political Economy; Abram V. E. Young, Ph. B.,

Chemistry; Marshall D. Ewell, M. D., LL. D., Microscopy; Rena A. Michaels, Ph. D., French; Charles Sumner Cook, B. S., Physics; George W. Hough, A. M., Astronomy; Charles B. Atwell, Ph. M., Natural History; Eliakim H. Moore, Ph. D., Mathematics; James Taft Hatfield, Ph. D., German; Joseph R. Taylor, A. M., Greek and Latin.

WOMAN'S COLLEGE.—Northwestern University is a co-educational institution. In 1873 the trustees of the University purchased the grounds, buildings and apparatus of the "Evanston College for Ladies," for the purpose of combining and making available all the special means and advantages of both institutions for the college education of women. Young women are admitted to all the undergraduate departments and to all the professional schools with the single exception of the College of Medicine. The Woman's College, a large brick structure completely equipped, is located on ground of its own, about three minutes' walk from the University campus in Evanston. To accommodate the many young ladies who desire to secure an education at a cost somewhat less than the regular rates, the "College Cottage," a brick building near the Woman's College, has been erected. The young ladies in this building have charge of a large share of the domestic arrangements, and expenses are thereby greatly reduced. Co-education has been found to work successfully at Northwestern, and experience shows the ladies to be in every respect the equals of the young men in college work.

PREPARATORY SCHOOL.—Owing to the lack of good secondary schools the University found it necessary many years ago to establish its own preparatory department. In this school the advanced grade of soholarship which the University seeks to maintain may be begun under the direct supervision of the authorities of the University. The number of students in the preparatory departments has steadily grown until during 1890 there were nearly 700 students in attendance, an increase of 100 per cent. in about four years. The graduates of this department pass, in general, to the Freshman Class of the College of Liberal Arts, but many here complete their preparations for Eastern colleges. The applicant should be at least thirteen years of age, and must have such proficiency as to be able in one term to complete Geography, and in two terms to complete Arithmetic and English Grammar. The faculty consists of Rev. Herbert F. Fisk, D. D., principal; Rev. Joseph L. Morse, A. M., assistant principal; George H. Horswell, Ph. D.; Harriet A. Kimball, Ph. M.; Leila M. Crandon, M. L.; Charles B. Thwing, A. M.; Ada Townsend, A. B.; Arthur R. Butler, A. M.; Charles H. Gordon, M. S.; George W. Schmidt, Ph. B.; Henry Benner, M. S.; Rev. Perry A. Reno, A. M. Ten other instructors are employed for a portion of their time in teaching drawing, music, elocution, penmanship, shorthand writing, book-keeping and common English.

GARRETT BIBLICAL INSTITUTE.—The faculty is as follows: Rev. Henry B. Ridgaway, D. D., LL. D., president; Rev. Miner Raymond, D. D., LL. D.; Rev. Charles F. Bradley, D. D.; Rev. Milton S. Terry, D. D.; Rev. Charles W. Bennett, D. D., LL. D.; Robert L. Cumnock, A. M.; Rev. Charles Horswell, A. M., B. D.; Rev. Nels E. Simonsen, A. M., B. D. The Garrett Biblical Institute, the theological department of the University, has been in operation since 1856. It is open to all young men from any evangelical church who are proper persons to study in preparation for the Christian ministry. It is supported by the income from property in the city of Chicago bequeathed as a perpetual foundation by the late Mrs. Eliza Garrett. It is

essential that those who enter this school should have good preparation in previous study. The regular course of study extends through three years and leads to the degree of Bachelor of Divinity. There is a diploma course and an Eclectic English course for those who are not classical graduates of a college. In connection with the theological school there is a Norwegian-Danish department. Rev. Nels E. Simonsen, A. M., B. D., is principal.

Swedish Theological Seminary.—The Swedish Theological Seminary was established in 1882 and is the only school of its kind under the patronage of the Methodist Episcopal Church. From this school preachers are sent out to nearly every State in the Union. It was called into existence to meet the urgent and increasing demands for educated pastors and missionaries among the Swedish population in the United States. Rev. Albert Ericson, A. M., is president, and Rev. C. G. Wallenius is assistant professor.

School of Oratory.—The School of Oratory, under the direction of Prof. R. L. Cumnock, A. M., the noted elocutionist, has become widely known and is largely attended. Students from other colleges, while preparing for various oratorical contests, frequently come to Northwestern for special training in this school. A high standard of oratory is maintained at Northwestern, and the prize speaking at commencement brings together a great audience. The College of Oratory offers a two years' course of study and gives to its graduates a certificate of graduation.

Conservatory of Music.—The Conservatory of Music has for some time been one of the prominent departments of the University. It affords facilities for a thorough and systematical education in the theory and practice of music. Pupils in music are advised to pursue at the same time some studies in one of the literary departments of the University. Four courses of study are offered, each occupying four years. Faculty—Oren E. Locke, director; Joseph Singer, W. Warren Graves, Fred L. Lawrence, C. Montgomery Hutchins, Mrs. Clara A. Phelps, Andrew J. Phillips, Robert L. Cumnock, A. M.; Charles Sumner Cook, B. S.

Astronomical Department.—The astronomical department of the University is located at Evanston. The new observatory, a stone building eighty-one feet in length by seventy-one feet in breadth, includes a dome for the great equatorial telescope, a meridian circle room, a library and eight additional rooms for other purposes. The great Dearborn telescope, an equatorial refractor, was made by Alvan Clark & Sons, of Cambridge, Mass., in 1861. This insturment was the largest refractor in the world until a few years ago, and now has few superiors. The observatory will be open to visitors on Thursday evening of each week by previous arrangement with the director. Visitors may also be admitted at other times by making special arrangements with the president of the University or the director of the observatory.

Chicago Departments.—The Chicago departments of the University include the colleges of Medicine, Law, Pharmacy and Dentistry.

Chicago Medical College.—The Chicago Medical College, the medical department of the University, is located in Chicago, adjoining the Mercy Hospital. The course of study is graded; it extends over three years, and leads to the Degree of Doctor of Medicine. Students who begin their medical studies in this college are required to take three full courses of lectures. Applicants for admission must present diplomas or certificates from recognized colleges, schools of science, academies, high schools, or teachers' certificates of the first or second grade, or sustain an examination in the

following subjects: 1. *English*—The writing of a composition, in the form of a letter, of not less than three hundred words, relating to some well known recent event; the subject to be announced at the time of the English examination. 2. *Arithmetic*—Prime and composite numbers, factors, divisors and multiples; proportion; decimals, including percentage; simple and compound interest and discount, but not the technical parts of commercial arithmetic; English weights and measures and the metric system. 3. *Geography*—A reasonable familiarity with the principal facts in physical and civil geography, as taught in the public schools. 4. At the option of the candidate, either one of the following subjects: (a) *Latin*—The translation into English of a short passage of average difficulty from one of the first four books of Cæsar's "Commentaries on the Gallic War," and the answering of elementary questions relating to the grammar of the passage. (b) *German*—The translation into English of short passages of average difficulty from "Whitney's German Reader," and the answering of elementary questions relating to the grammar of the passages. (c) *Physics*—Balfour Stewart, or its equivalent. *Exception*—Special students, not candidates for the degree of M. D., will be admitted without the presentation of diplomas or certificates, and without the examination mentioned above.

Faculty of College of Medicine.—N. S. Davis, M. D., LL. D., Dean; H. A. Johnson, M. D., LL. D.; Edmund Andrews, M. D., LL. D.; E. O. F. Roler, A. M., M. D.; R. N. Isham, A. M., M. D.; J. H. Hollister, A. M., M. D.; S. J. Jones, M. D., LL. D.; M. P. Hatfield, A. M., M. D.; J. H. Long, Sc. D.; E. C. Dudley, A. B., M. D.; J. E. Owens, M. D.; O. C. DeWolf, A. M., M. D.; F. C. Schafer, M. D.; I. N. Danforth, A. M., M. D; W. E. Casselberry, M. D.; W. W. Jaggard, A. M., M. D.; N. S. Davis, Jr., A. M., M. D.; F. S. Johnson, A. M., M. D.; E. W. Andrews, A. M., M. D.; Elbert Wing, A. M., M. D.; Frank T. Andrews, A. M., M. D.; Frank Billings, M. S., M. D., Secretary; Joseph Zeisler, M. D.; W. E. Morgan, M. D.; G. W. Webster, M. D.; H. H. Frothingham; H. M. Starkey, M. D.; J. D. Kales, M. D.; T. B. Swartz, A. M., M. D.

College of Pharmacy.—The College of Pharmacy, located at the corner of Lake and Dearborn sts., is one of the most numerously attended schools of pharmacy in the country. The attendance during the last year was 273. This college being especially designed for the education of druggists, the requirements for entrance are such as will admit the great majority of drug clerks, apprentices and persons preparing for the drug business. Thus a good common public school education is sufficient; but no person under eighteen years of age will be admitted. Faculty—Henry Wade Rogers, LL. D., president; Oscar Oldberg, Pharm. D., Dean, Professor of Pharmacy; John H. Long, Sc. D., Professor of Chemistry; Edson S. Bastin, A. M., F. R. M. S., Professor of Botany; Wm. E. Quine, M. D., Professor of Physiology, Therapeutics and Toxicology; William K. Higley, Ph. C., Professor of Microscopy; E. B. Stuart, Ph. G., Professor of Materia Medica and Pharmacognosy; M. A. Miner, Ph. C., Assistant to the Chair of Pharmacy; Mark Powers, Sc. B., Assistant to the Chair of Chemistry.

College of Dental and Oval Surgery.—The college of dental and oval surgery is one of the most recently established departments of the University. The faculty numbers thirty-three professors and instructors. The requirements for admission are the same as those of the Chicago Medical College. The course of study is graded and comprises three consecutive

annual courses of lectures and clinical teaching. A fourth year is provided for those who desire to continue their studies and take the M. D. degree.

College of Law.—The College of Law is located at 40 Dearborn street. The course of study covers two years. Students entering the junior class are expected to have at least a good common school education. A knowledge of Latin is desirable, but is not required. No discrimination on account of sex or color. Faculty—Henry Wade Rogers, LL. D., president; Hon. Henry Booth, LL. D., Dean; Hon. Harvey B. Hurd, Hon. Marshall D. Ewell, LL. D., M. D.; Hon. William W. Farwell, Hon. Nathan S. Davis, M. D., LL. D.

University Libraries.—Each of the professional schools of the University has its special library, supplementing the general library of the College of Liberal Arts. This general library numbers about 23,000 bound volumes, besides 8,000 unbound pamphlets. It contains a large number of books for general reading and reference, and for use in the several departments of study. It is unusually complete in the departments of Greek and Latin literature. Every author is represented by the best editions from the earliest date. In the related subjects of Archæology, Criticism and History, the Library is correspondingly full, so that in the special field of Classical Philology it ranks with the best in America. In modern literature it is well supplied with standard works in German, French, Spanish and Italian. There is also a valuable selection of books illustrating History, the Sciences and Fine Arts. There is a reading room in connection with the Library open morning and afternoon, supplied with a good collection of reviews and other periodicals. Every student is entitled to its privileges.

Number of Professors and Students, 1891.—The faculty numbers 111 professors and instructors. The total number of students in attendance during the present year (1891) is 1915, classified as follows: College of Liberal Arts, 297; College of Medicine, 240; College of Law, 145; College of Theology, 208, College of Pharmacy, 273; College of Oratory, 73; College of Dentistry, 30; Preparatory Departments, 668. Total, 1934. Counted twice, 19; actual number of students, 1915.

St. Ignatius' College.—Located at 413 West Twelfth st., adjoining the Jesuit church. Take West Twelfth st. car. The college was erected in 1869 for the higher education of the Catholic youth of Chicago and vicinity. It is conducted by Fathers of the Society of Jesus. A charter was granted the institution by the Legislature of the State of Illinois June 30, 1870, with power to confer the usual degrees in the various faculties of a university. The Board of Managers are: Rev. Edward A. Higgins, S. J., president; Rev. Edwin D. Kelly, S. J., vice-president; Rev. Eugene A. Magevney, S. J., secretary; Rev. John F. Pahls, S. J., treasurer; Rev. James M. Hayes, S. J., Chancellor. The Faculty is as follows: Rev. E. A. Higgins, S. J., president; Rev. Geo. A. Hoeffer, vice-president and prefect of studies; Rev. J. F. Pahls, S. J., treasurer and professor of book-keeping; Rev. J. P. Hogan, S. J., professor of mental and moral philosophy; Rev. F. A. Moeller, S. J., professor of natural philosophy; Mr. M. D. Sullivan, S. J., professor of mathematics and chemistry; Rev. F. X. Shulak, S. J., professor of mineralogy and natural history; Mr. W. H. Fanning, S. J., professor of rhetoric; Mr. C. B. Moulinier, S. J., professor of poetry and elocution; Mr. T. C. McKeogh, S. J., humanities and elocution; Mr. H. B. McMahon, S. J., first academic class; Mr. T. F. Conroy, S. J., second academic class and elocution; Rev. E. J. Hanhauser, S. J., third academic class—grade A; Mr. J. E. Stack, third academic

class—grade B; Rev. T. B. Chambers, S. J., preparatory class; Rev. E. A. Higgins, S. J., Mr. C. B. Moulinier, S. J., professors of French; Rev. F. A. Moeller, S. J., Rev. E. J. Hanhauser, S. J., professors of German; Rev. F. A. Moeller, S. J., professor of vocal music; Mr. T. C. McKeogh, S. J., Mr. H. B. McMahon, S. J., prefects of discipline.

North Side Collegiate School.—Located at 616 La Salle ave., is conducted under the following instructors: Rev. P. J. Mulconroy, S. J., director first academic class; Mr. J. B. Hemann, S. J., prefect of discipline, second academic class; Mr. E. M. Paillow, S. J., prefect of discipline, third academic class; Mr. J. B. Hemann, professor of German and vocal music. The studies pursued in the college comprise the doctrines and evidences of the Catholic religion, logic, metaphysics, ethics, astronomy, natural philosophy, chemistry, mathematics, rhetoric, composition, elocution, history, geography, book-keeping, arithmetic, the Latin, Greek, English, German and French languages and literature. The college is intended for day scholars only. The collegiate year is divided into two terms, the first beginning on the first Monday of September, the second on the first Monday of February. Students, however, are received at any time during the year. At the close of each term the several classes are subjected to a thorough examination in the branches studied during the previous half year. The Annual Commencement is held on the last Wednesday in June, when degrees are conferred and premiums awarded. On completing the studies of the Collegiate Department, those who prove deserving of the distinction receive the degree of Bachelor of Arts. Subsequently, by devoting one year more to the study of philosophy, or two years to any of the learned professions, they may obtain the degree of Master of Arts, if the board of managers be satisfied with their proficiency and moral conduct. The Catholic students are carefully instructed in the doctrines and practices of their religion, and the most solicitous attention is paid to the morals of all. Whilst upon the college premises, the pupils are constantly under the watchful care of one or more of the Prefects or Professors.

Terms of Tuition.—As the Institution is not endowed, it is entirely dependent for its support on the fees paid for tuition. Tuition per session of ten months, for all classes, $40. Students of chemistry and natural philosophy, for the use of the apparatus, chemicals, etc., required for purposes of illustration and experiment, pay $10 per session. Diploma for graduates in the classical course, $10. The session is divided into quarters, which begin, respectively, about the 1st of September, the 15th of November, the 1st of February and the 15th of April. Payments must be made quarterly or semi-annually, in advance. No reduction is allowed for absence except in case of dismission or protracted illness.

St. Xavier's Academy.—Located at the corner of Wabash ave. and Twenty-ninth st. Conducted by the Sisters of Charity. First opened in 1846, and is consequently one of the oldest, as it is one of the best educational, institutions of the city. Take State st. cable line. The building is a large and handsome edifice of brick with stone trimmings. Hot and cold baths are connected with the various departments, and the arrangement of the structure generally is well adapted to the purposes for which it is dedicated. The discipline of this academy is mild, yet conducted with such uniformity as to secure order and regularity, and the young ladies entrusted to the care of the sisters leave their charge cultivated intellectually, strengthened and fortified morally, and with habits fixed, which secures them good physical as well as mental health.

UNION LEAGUE CLUB HOUSE.

SCHOLASTIC YEAR.—The scholastic year is divided into two sessions of five months each, the first session commencing on the first of September; the second on the first of February. A vacation of about one week is allowed at Christmas, when pupils are permitted to visit their parents if they desire it. If residents of the city, they are permitted to do so once a month—generally the first Sunday of the month, unless deprived of this privilege for non-observance of rules. Wednesday and Sunday are visiting days for parents, relatives or friends. The correspondence of the young ladies is, at all times, subject to the supervision of the Directress, hence private correspondence is not allowed. Pupils may enter at any time during the year, their session always commencing with date of entrance; but can in no case leave just before the close of the year, without serious damage to their standing, besides forfeiting prizes. No undue influence is exercised over the religious opinions of non-Catholic pupils; however, for the sake of the order, all are required to conform to the external discipline of the Institution. Monthly examinations are held and reports of deportment, scholarship, etc., are forwarded to parents and guardians. At the annual distribution of premiums, those who have observed the rules and given evidence of polite and amiable deportment are crowned by the Most Reverend Archbishop. Graduating Medals are conferred on those only who take the full Academic Course, and Class Medals are awarded for the highest average. Each pupil is required to write home every two weeks. Weekly instructions are given in politeness and all that constitutes lady-like deportment. There are two general examinations each year, after which any pupil who may be found duly qualified is promoted. The daily routine for boarders is as follows: 5:30 o'clock, rise; 6:30 o'clock, mass, followed by mornig prayers; 7 o'clock, breakfast, followed by recreation; 8 o'clock, study; 9 o'clock, recitation in respective class-rooms; 11:45 o'clock, dinner and recreation; 12:30 o'clock, study; 1 o'clock, mathematics; 2 o'clock, plain sewing, penmanship, etc.; 4 o'clock, luncheon and recreation; 4:30 o'clock, study lessons for next day; 5:45 o'clock, Rosary for Catholics; 6 o'clock, supper; 6:30 o'clock, recreation; 8 o'clock, night prayers, after which all retire to their respective dormitories for the night, and do not visit the rooms of others without special permission.

TERMS.—Terms for boarders per series of five months in advance. Board and tuition in English and music, $150; languages, each $10; oil and water-color painting, $40; portrait painting, $50; crayon and pastel painting, $40; harp, $40; guitar, violin, banjo, mandolin, zither, each, $30; vocal lessons and harmony, each, $30; washing, $5. For chemical and physical apparatus, etc., in senior classes, $3. There are no other extra charges.

University of Chicago.—Located on the three blocks lying between Ellis ave. and Greenwood ave. on the west and east, and Fifty-sixth st. and Fifty-ninth st. on the north and south. Fifty-ninth st. is better known as "Midway plaisance." Take Cottage Grove ave. cable line. This site has been donated to the University by Marshall Field, Esq. According to the plans up to this time the block between Fifty-sixth and Fifty-seventh sts. is to be surrounded with four large dormitory buildings for male students and the residences for the members of the facutly, the latter to be erected facing Fifty-seventh st. The court within these buildings is to be laid out in park form, and in the center is to be built a large and elegantly appointed dining hall. The block between Fifty-seventh and Fifty-eighth sts. may be surrounded by eight buildings—a law school, divinity college, medical college, art hall,

library and museum, chemistry hall and polytechnic. The chapel building is to occupy the center of the park within this block. The block between Fifty-eighth st. and Midway plaisance is to have in the center an observatory building surrounded by a park. Five buildings are to be erected on the street fronts. Facing Midway plaisance, the president's house and a female dormitory. Facing Ellis ave., a gymnasium and a building for class-rooms. Facing Greenwood ave. another building for class-rooms. It should be understood that all this is merely suggestion and is subject to sweeping changes.

THE ROCKEFELLER GIFT.—John D. Rockefeller has subscribed $1,600,000, and a total of $5,000,000 has been raised by the Baptists of Chicago and their friends upon which to found the University. Mr. Rockefeller had first subscribed $600,000. His letter conveying the gift of an additional $1,000,000 is as follows:

STANDARD BLOCK, CLEVELAND, O., Sept. 16.

To the Board of Trustees of the University of Chicago:

GENTLEMEN—I will contribute $1,000,000 to the University of Chicago as follows: Eight hundred thousand dollars, the income only of which shall be used for non-professional graduate instruction and fellowships, and not for land, buildings or repairs. One hundred thousand dollars, the income only of which shall be used for theological instruction in the divinity school of said University, and not for land, buildings or repairs. One hundred thousand dollars for the construction of buildings for said divinity school. I will pay the same to the said University in seven years, beginning October 1, 1890, and pay one twenty-eighth each three months thereafter in cash or approved securities at a fair market value, until the whole is paid, it being understood that a certain pledge made July 15, 1890, for $50,500 to the Baptist Union Theological Seminary of Chicago shall be included in the above million dollars; and also that the said Seminary is to become an organic part of said University; and also that the transfer of said Seminary to the grounds of the University of Chicago shall be made within two years from this date; and also that a thoroughly well equipped academy shall be established in the buildings hitherto occupied by the said Seminary on or before October 1, 1892. Yours truly, JNO. D. ROCKEFELLER.

The gift, with its conditions, was gratefully accepted. Prof. William R. Harper, of Yale College, has been elected president of the University.

THE NEW UNIVERSITY.—The New University was incorporated at Springfield, under the title, University of Chicago.

The Board of Trustees is authorized to make by-laws not inconsistent with the charter or with the laws. It has full control of the corporation and its several departments and of all the institutions of learning under its control. It has the care and investment of all moneys and properties. The by-laws provide for annual meetings.

The Board of Trustees and the committees are organized as follows: Board of Trustees—E. Nelson Blake, Ferd. W. Peck, Judge Joseph M. Bailey, Herman H. Kohlsaat, Francis E. Hinckley, Charles L. Hutchinson, Dr. William R. Harper, Eli B. Felsenthal, The Hon. G. A. Pillsbury, Martin A. Ryerson, Edward Goodman, Judge Daniel L. Shorey, Alonzo K. Parker, D. D., George C. Walker, J. M. Midgley, C. C. Bowen, Andrew McLeish, Elmer L. Corthell, Fred A. Smith, Henry A. Rust, Charles W. Needham. President of the Board, E. Nelson Blake; vice-president, Martin A. Ryerson; secretary pro tem., Dr. G. A. Smith; treasurer, C. L. Hutchinson; financial secretary, Dr. T. W. Goodspeed. Committees: Buildings and Grounds—F. E. Hinckley, George C. Walker, Martin A. Ryerson, H. A. Rust, Andrew McLeish, E. B. Felsenthal, E. L. Corthell. Finances—E. Nelson Blake, Charles L. Hutchinson, F. W. Peck, C. W. Needham, H. H. Kohlsaat, J. W. Midgley. Organization and Faculties—Judge D. L. Shorey, W. R. Harper, F. A. Smith, Edward Goodman, Dr. A. K. Parker, E. Nelson Blake.

It is the purpose to establish at the outset of the University's work as many graduate departments as the funds in hand will permit, and thus from the beginning make the institution a true university. It is intended also to establish at Morgan Park a well-equipped academy, which shall be of the highest character. It will occupy the three buildings now devoted to the Theological Seminary.

The University will begin the work of instruction on October 1, 1892, with such facilities as may be at hand then.

FUTURE PLANS.—In relation to the plans for the future of the University, the following expression from Mr. Hinckley, of the Board of Trustees, will be of interest:

"The board is agreed that everything connected with the University must be the best. The buildings will be the finest that can be erected for the money which will be allotted to that purpose. The site is the best that could have been secured around Chicago, and the grounds will be laid out in a manner that will compare with the landscape gardening in Midway plaisance. The faculty will be made up of the most learned professors in the land, and will be selected with the greatest care. In electing Dr. Harper to the presidency the board chose the man who stands at the very front.

"It is the intention of the trustees that the University shall be a university in the true sense of the term. The removal of the Morgan Park Theological Seminary to the University grounds, one of the conditions on which Mr. Rockefeller has just added $1,000,000 to his original donation of $600,000, is a first step. Probably it will be two years before the change of location will really take place, as there are a great many things to be done first. At the trustee meeting a conference committee was appointed to consult with a committee to be appointed by the board of the Theological Seminary. When the Theological Seminary is located on the Midway Plaisance site, as a department of the University, an academy of the first class will have the buildings at Morgan Park and will prepare students to enter any course at the Chicago University."

SCHOOLS AND COLLEGES TO BE ABSORBED.—The following schools and colleges will be added as soon as practicable: The Law School, the Medical School, the School of Engineering, which will include civil, mechanical and electrical engineering, the School of Pedagogy, the School of Fine Arts, the School of Music.

RULES ADOPTED.—Among the rules adopted are the following: The year shall be divided into four quarters, beginning respectively on the first day of October, January, April and July, and continuing twelve weeks each, thus leaving a week between the close of one quarter and the beginning of the next. Each quarter shall be divided into two equal terms of six weeks each.

All courses of instruction given in the University shall be classified as majors and minors. The majors will call for ten, eleven or twelve hours of class-room work each week, the minors for four, five or six hours of class-room work each week. All courses shall continue six weeks, but the same subject may be continued through two or more successive terms either as a major or a minor.

Each resident professor or teacher shall lecture thirty-six weeks of the year, ten or twelve hours; nor shall any instructor be required to lecture more than this amount.

A professor or teacher may take as vacation any one of the four quarters according as it may be arranged; or he may take two vacations of six weeks each at different periods of the year.

A professor or teacher, if he desire, may teach two quarters six hours a week, instead of one quarter twelve hours a week. For every quarter or term in the year he may teach beyond the three-quarters required, and for every extra minor in the quarter or term he may teach in addition to the twelve hours a week required, he shall receive either an extra two-thirds pro rata salary or an extra full pro rata vacation. A teacher who has taught three years of forty-eight weeks each, or six years of forty-two weeks each, will thus be entitled to a year's vacation on full pay.

No work will be credited for extra vacation or extra salary except that which may have been accepted by the dean of the college or school and the president. All vacations, whether extra or regular, shall be adjusted to the demands of the situation, in order that there may always be on hand a working force.

Each teacher conducting a major course shall assume, with the dean of the college or school, the responsibility of the work and of the conduct of all students in that course. Cases of serious breach of discipline shall be presented by the dean to the faculty. Appeal may be made from a faculty to the University Council.

The requirements for admission to any college or school shall be as high as those of any corresponding college or school in America. Applicants for a degree shall be examined upon all required subjects. Certificates will not be accepted. In general, arrangements will be made by which students in any part of the country shall be given an examination for admission with the least possible inconvenience and expense.

The standing of a student in any course will be determined from his term grade, from an examination taken immediately at the completion of the course, and from a second examination taken twelve weeks after the date of the first examination. A student may take his vacation any one of the four quarters; or, if he desire, two terms of six weeks in different parts of the year.

In general, the proportion of required and elective courses for a degree shall be equal. The courses of study will be so arranged that a student may enter any class of a college or school at the beginning of any quarter without disadvantage to himself or the subject.

University School.—New building located at Dearborn avenue and Elm street, North Side. Take North State street or North Clark street cars. The building is three stories, 50 by 90 feet, of the Gothic order, and cost $100,000. The exterior is plain and simple, of terra cotta for the first course up to eight feet in height, above which the walls rise in brown stone. The ornamentation is in terra cotta and brown stone. The basement entrance opens to a large area, a shelter for bicycles. From this open the boys' manual training school, 20 by 65 feet, in which are turning lathes and all appliances for manual training confined to a complete course as applied to woodwork. Adjoining this are two bowling alleys of the regulation length, sixty-five feet. Near by is the swimming bath, chemical laboratory, with concrete floor, the special apparatus for ventilation, boilers, engine-rooms, etc. The first floor, from an arched entrance, shows the court room, embellished with classical emblems sculptured in stone. In this room each boy has a separate locker. Near by is the lavatory and the fire-proof light well. The main study, a room fifty feet square with fourteen foot ceiling, is so arranged that

all pupils receive the light over the left shoulder as they bend over their books. The room is cheered by fire grates and heated by hot water. The room for advanced classes in the classics is adjoining. It is 17 by 35 feet and its walls are ornamented with busts of heroic characters, plates, etc. The reception room and office of the master is on this floor. The second floor is arranged as a wheel, with an office in the center and halls radiating to the various recitation rooms, which are 16 by 20 feet to accommodate each fifteen boys. These rooms are decorated on walls and corners with emblems of the particular study pursued. The third floor has a large gymnasium, fitted up by Dr. Sargent, of Harvard. The dressing and bath rooms are on the same floor. The room for free-hand and mechanical drawing adjoins it. There is a running track, elevated eleven feet from the floor, which encircles this large room. In this room, which can be readily closed, the boys are put through the manual of arms in military drill. The kitchen, luncheon-room and visitors' gallery are on a level with this broad running track.

The University School prepares boys for colleges, universities or scientific schools. E. C. Coulter, the master, a graduate of Felix Academy, of Andover and of Princeton College, taught in New England five years. This school is three years old. It is undenominational, owned and controlled by an association of Chicago's leading men. The school trustees are Cyrus H. McCormick, F. B. Peabody, General George W. Smith, John P. Wilson, W. D. Kerfoot, Abram Poole E. C. Coulter. Among the stockholders are W. M. Hoyt, H. H. Porter, Potter Palmer, Henry Field, George Sturges, E. B. McCagg, William H. Bradley, L. Z. Leiter, George M. Pullman, John Johnson, Jr., J. W. Farlin, L. Schmidt, E. S. Dreyer, E. F. Lawrence, C. B. King, A. R. Smith, J. G. Coleman, L. W. Bodeman, James H. Walker, E. R. Ryerson and F. H. Winston.

Western Theological Seminary.—Located at 1113 Washington blvd.; take West Madison street cable line to California avenue; founded by the late Dr. Tolman Wheeler, of Chicago, as an Episcopal Theological Seminary. Dr. Wheeler built and equipped two buildings and partially endowed the institution. There is also ground room for additional structures, and accommodations could be provided for one hundred students. The buildings are situated on Washington boulevard, the principal avenue of the West Side, about four miles from the lake and in the vicinity of Garfield Park. The main building contains the Chapel, Refectory, Library, Lecture Rooms and apartments for resident instructors. A second building contains accommodations for about thirty students. Both buildings are heated by steam, and are furnished with the best modern equipments for their respective purposes. The aim of this Seminary is, in the words of the charter, "the education of fit persons in the Catholic Faith, in its purity and integrity, as taught in the Holy Scriptures, held by the Primitive Church, summed up in the Creeds, and affirmed by the undisputed General Councils." While, therefore, its principal work is the preparation of Candidates for Holy Orders, nevertheless, any fit persons, clergymen or laymen, and whether looking forward to the sacred ministry or not, are received as students or admitted to attendance upon the lecture courses of the Seminary under proper conditions. It is intended to afford every opportunity and assistance to theological students in preparing themselves for the examinations required by the canons of the Church for admission to Holy Orders, and in fitting themselves for the priestly life and work.

The board of Trustees is composed as follows: The Bishop of Chicago, president; the Bishop of Quincy, the Bishop of Springfield, the Bishop of

Indiana, the Rev. Clinton Locke, D. D.; the Rev. W. H. Vibbert, S. T. D., Secretary, the Rev. J. H. Knowles, the Rev. Richard F. Sweet, Mr. Corning S. Judd, Mr. Edwin H. Sheldon; Mr. Charles R. Larrabee, treasurer.

FACULTY.—The Board of Instruction is as follows: The Rt. Rev. William E. McLaren, D. D., D. C. L., Dean, Dogmatic Theology; The Rt. Rev. George F. Seymour, D. D., LL. D., Ecclesiastical History; The Rev. William J. Gold, S. T. D., Liturgics and Exegesis; The Rev. Francis J. Hall, M. A., Theology; The Rev. F. P. Davenport, S. T. D., Canon Law.

COURSE OF STUDY.—The course of study, as at present arranged, provides for a period of five years. The curriculum is homogeneous throughout; nevertheless, for the last three years it comprehends the usual studies of the Candidate for Holy Orders. The following is a scheme of the five years' course: First year—Latin, Physics, English Literature, Greek, History, Rudiments of Theology. Second year—Latin, Greek, Readings from the Gospels and Early Christian Authors, Logic, Psychology, History, Rudiments of Theology. Third year—Theology, Church History, Liturgics, New Testament Exegesis, Readings from the Fathers, Hebrew, Canon Law. Fourth year—Theology, Church History, Liturgics, New Testament Exegesis, Hebrew, Ecclesiastical Polity and Law. Fifth year—Theology, Church History, Liturgics, Old Testament Exegesis, Ecclesiastical Polity and Law.

Practice in the Composition and Delivery of Sermons takes place once a week. Particular attention is paid to this subject. In speaking, the use of a manuscript is not ordinarily permitted. Special instructions are given in Elocution. The Seminary opens September 29th, the Festival of St. Michael and All Angels, and closes about the 1st of June. There is a recess of two weeks at Christmas, and also from Thursday in Holy Week until Easter Tuesday. Students residing in the buildings are subject to a charge of $200 per year. This includes board, room, fuel and lights. Washing is done at the Seminary at cost. The charge to students not living in the Seminary is as may be agreed upon. Letters to the Dean should be addressed to him at 64 Astor street, Chicago. Letters addressed to instructors and students resident in the Seminary should be addressed to 1113 Washington Boulevard, Chicago.

EDUCATIONAL INSTITUTIONS—MEDICAL.

The Medical Colleges of the city are as follows: AMERICAN COLLEGE OF DENTAL SURGERY, 78–82 State st.; BENNETT MEDICAL COLLEGE, Ada and Fulton sts.; CHICAGO COLLEGE OF DENTAL SURGERY, Madison st. and Wabash ave.; CHICAGO COLLEGE OF PHARMACY, 465 State st.; CHICAGO HOMEOPATHIC MEDICAL COLLEGE, Wood and York sts.; CHICAGO MEDICAL COLLEGE, Department of N. W. University, Prairie ave. and Twenty-sixth st.; CHICAGO POLICLINIC, Chicago ave.; CHICAGO VETERINARY COLLEGE, 2537 State st.; COLLEGE OF PHYSICIANS AND SURGEONS OF CHICAGO, W. Harrison, cor. Honore st.; GERMAN AMERICAN DENTAL COLLEGE, 167 and 169 N. Clark st.; HAHNEMANN MEDICAL COLLEGE, 2811 Cottage Grove ave.; ILLINOIS COLLEGE OF PHARMACY, Department of N. W. University, 40 Dearborn st.; ILLINOIS TRAINING SCHOOL FOR NURSES, Honore st., near W. Harrison; NORTH-WESTERN COLLEGE of DENTAL SURGERY, 1203 Wabash ave; RUSH MEDICAL COLLEGE, W. Harrison st., cor. Wood· ST. LUKE'S HOSPITAL TRAINING SCHOOL FOR NURSES, 1420 to 1434 Wabash ave.; UNIVERSITY DENTAL COLLEGE, Department of N. W. University, Twenty-sixth st., cor. Prairie ave.; WOMAN'S HOSPITAL TRAINING SCHOOL FOR NURSES, Thirty-second st., n. w. cor. Prairie ave.; WOMAN'S MEDICAL COLLEGE, 335 to 339 S. Lincoln st.

EDUCATIONAL INSTITUTIONS—TRAINING SCHOOLS.

Polytechnic education has within the past ten years received the attention of Chicago people interested in the training of the youth of both sexes. Various training schools have been established here during that time. The Public Manual Training School is treated under the head of "Public Education." [See also "Chicago Manual Training School," under head of "Educational Institutions."] Training schools of another character, however, are referred to below.

Armour Mission Training School.—This institution will probably be in readiness for the reception of pupils early in the present year. It is connected with the Armour Mission, Butterfield and Thirty-third sts., and all expenses connected with it are generously defrayed by Mr. P. D. Armour. [See "Armour Mission," under head of "Charities."]

Baptist Missionary Training School.—Located at 2411 Indiana ave. Take Wabash avenue cable line. The first school established in this country devoted to the training of young women for missionary work is the one located in Chicago, conducted by the Women's Baptist Home Mission Society. The society itself is exceptional in being the first organization of the kind composed wholly of women, and was the result of a pressing demand from all parts of the country for missionary work, which only women could do, among women and children. Thirteen years ago so urgently was this need set forth by Miss Joanna P. Moore, who had been a nurse during the war, and remained in New Orleans on her own responsibility to work among the colored people; also by Mrs. C. R. Blackall, who had spent some time in the Indian Territory, and who declared that the need there was epitomized by an Indian woman, who said to her, "We want to live like Christian women, but we don't know how;" and others, who saw in different parts of the country the necessity of work among the women and children of the foreigners, who were then, as now, pouring into this country at the rate of seven and eight hundred thousand per annum, that the ladies of the several Baptist churches in the city decided to organize a society for this work. The representatives of the different churches throughout the country, excepting those from Boston, were in favor of making Chicago the headquarters of the organization, not only because it had its inception here, but because of the central location. The New England women, however, decided to organize a separate society. The society organized here now has between thirty and forty thousand regular members, and was last year in receipt, from all sources, of between $60,000 and $70,000.

The most stubborn difficulty which the society found they had to overcome was that of getting competent workers. It was Mrs. Crouse, wife of Dr. J. N. Crouse, who has been the president of the society from its organization until the present time, who first proposed to eliminate this difficulty by establishing a school where workers could be educated for the kind of work to be done. In 1881 the school, which is now located at 2411 Indiana ave., was established. Here each person to be sent forth not only to teach Christ and him crucified, but also to instruct ignorant women how to make a comfortable home for their husbands and children, and to set the feet of the little ones in right paths, is taught all that she should know to accomplish both missions successfully. The pupils are each of them instructed in the principles of frugal living and in the preparation of simple, wholesome food, as

well as in physical culture, that they may be able to use their bodies to the best possible advantage, and elocution that they may convey the instruction they have to give in the most effective manner. Not only the expounding of the Scriptures in a bright and forceful way, but also caring for the sick and what to do in case of emergency, are taught eminent divines and skillful physicians and nurses. These missionaries, being prepared to minister to body, mind and soul, are instructed in kindergarten methods, and also in the cutting of garments and the conduct of industrial schools.

All this equipment is made doubly thorough by being put in constant practice. Mrs. C. D. Morris, the preceptress of the school, arranges the practice work of each student by dividing that portion of the poverty and vice-stricken part of Chicago lying a few blocks south of Van Buren street and east of State street, into districts, which, under her direction, are visited each week by her pupils. Two of them go together, and with their Bible in their hand, visit each habitation in the district assigned them. With those whom they know they chat of the various interests that enter into their poor lives, giving advice and, if needed, help. If the family is being visited for the first time, inquiry is made in regard to the children, and, if possible, it is arranged to have them attend the industrial school which meets every Saturday morning at the Pacific Mission.

Missionaries trained at the school here are sent to New York, to Castle Garden, to receive and assist those newly come to our shores, as well as to do other needed work. Indeed, they are sent from this school by the society to all parts of the United States, save New England. Not only are regular missionary workers educated in the school, but many clergymen's wives, Sabbath-school teachers and others take a part of the course. Arrangements are being made to enlarge the buildings owned by the society during the coming years, as those desiring to enter the school are much in excess of the present accommodations. Miss M. G. Burdette, sister of the well-known humorist, has been the efficient secretary of both the mission society and school from their beginning, and has done much toward upbuilding both.

Illinois Training School for Nurses.—Located at 304 Honore st., West Side. President, Mrs. C. B. Lawrence; treasurer, Mrs. Henry L. Frank. Founded in 1880. Take Ogden ave. or West Van Buren st. line. The name of the institution sufficiently indicates its purpose. It is in a most prosperous condition. Among recent bequests was one of $50,000 from the late John Crerar. From the last report of the president it appears that during 1890 the school received a legacy of $20,000 from Miss Phœbe L. Smith. The report adds: "This enabled us to pay the mortgage of $12,000 on the Nurses' Home, and also to finish and furnish the fourth floor of the same. In June our home was finished and completely furnished, and with the much desired addition of an elevator. Ten years ago we began with a small and inconvenient house, which we rented. We had two wards in Cook County Hospital, a superintendent and eight pupil-nurses. To-day we own, free from debt, the Nurses' Home and furniture, which have cost not less than $70,000. We have charge of twelve wards in Cook County Hospital and all the nursing in the Presbyterian Hospital, with a superintendent, two assistant superintendents, one night superintendent, 100 pupil-nurses, and twelve probationers; twenty-nine nurses graduated in June. There have been, during the year, 291 applications to enter the school; 106 were received on probation, and sixty of this number were retained as pupil-nurses. Seven nurses have been discharged for cause and two honorably discharged. Five have left the school on account of ill

MIDWAY PLAISANCE—LOOKING SOUTH.

health. There are ninety-eight registered graduates, and there have been 1,012 calls for private nurses; 774 were supplied by the directory and 149 by the school. Our nurses have cared for nearly 8,000 patients in Cook County Hospital and 1,351 in the Presbyterian Hospital."

Jewish Training School.—Located on Judd, near Clinton st., West Side. Take Clinton st. or W. Twelfth st. car. Formally dedicated October 19, 1890. Officers—Charles H. Schwab, president; Mrs. Emanuel Mandel, vice-president; J. L. Gatzert, treasurer; Rabbi Joseph Stolz, recording secretary; Mrs. I. Wedeles, financial secretary; directors—Henry L. Frank, Henry Greenebaum, Dr. E. G. Hirsh, H. A. Kohn, Julius Rosenthal, Mrs. M. Loeb, Mrs. B. Lowenthal, Mrs. Harry Mayer, Mrs. Lee Mayer, Mrs. Joseph Spiegel and Mrs. M. Rosenbaum. There are over 15,000 Russian Jewish refugees in Chicago, and especially for the children of those unfortunate people was the training school built. Ever since they began to arrive here their brethren have done all they could to assist them to gain a livelihood and become good citizens. The enterprise was started in 1872, when a training class was organized in Sinai Temple. It was successful, and in 1887 the Jewish Training School was incorporated under the laws of the State. In the same year a scheme was set on foot to raise $12,000 for the purpose of erecting a suitable building. The next year Leon Mandel, of New York, gave the committee $20,000. This, together with an endowment fund raised from life memberships and the legacy of Max A. Meyer, assured the financial success of the project. The school now has over 290 members and thirty life members. The building is tasteful, though not pretentious. It is a three-story brick structure with pediment and trimmings of brown stone. In the basement are a machine shop, carpenter shop, modeling-room, plaster work room and washroom. Through the center of the building runs a broad hall, leading from which are three rooms devoted to the kindergarten. In the rear are two class-rooms and superintendent's office. On the second floor are class-rooms so arranged that the whole may be thrown together, forming an assembly-room. The third floor is occupied by a laboratory, teachers' rooms and additional class-rooms. The building cost $60,000.

Training Schools for Boys and Girls.—There are several charitable training schools for boys in Chicago and vicinity. The Illinois School of Agriculture and Manual Training School for Boys, formerly known as The Illinois Industrial School for Boys, was dedicated during 1890 at Glenwood. Take the Eastern Illinois railroad, Dearborn station, foot of Dearborn st. This school was moved from Norwood Park to a beautiful farm near the suburb named above. The farm, which was the gift of Mr. Milton George, consists of 300 acres, and is about a mile west of Glenwood station. It is a beautiful body of land, with a rolling surface dotted with an occasional cluster of trees. A sparkling stream of clear fresh water cuts through the center of the farm. This school derives a small revenue from the county. According to its contract with the county it can only receive pay for 110 boys, no matter how many more than this number may be actually committed to the institution within a year. The amount allowed is $8 per month per boy, and only partially provides for maintenance and tuition. The deficiency is made up by the charitable people belonging to the association. This institution was chartered in February, 1887, and since the opening of the school about 500 dependent boys have been placed in its care by order of the court. These boys have been trained for lives of usefulness and industry,

and in many cases have been furnished with comfortable homes in the country. Starting three years ago with a debt of $6,000, the school now owns property to the value of $150,000, and is doing a work in reclaiming unfortunate boys that can not be overestimated. The president of the institution is Mr. Franklin H. Head; vice-president, Milton George; treasurer, John T. Chumasero; secretary and general agent, Oscar L. Dudley; superintendent of the school, Mrs. U. L. Harrison. City office, Room 27, 113 Adams st.

Mrs. Ursula L. Harrison, the superintendent of the school, says she has found the children sent her to be like marble in the rough, requiring only to be chiseled with patience and polished with love to fashion many pure and lovely characters that may become bright and shining lights in the world. The hardest task is to inspire confidence in the child and inculcate in him the idea of self-support and independence. The boys are frequently received in the home in a state of abject misery. If reclaimed at an early age there is enough physical and mental vitality remaining in which morals may be planted and take root and grow. It is hard for them to submit to discipline and to grasp the ideas of moral training, but patience and kindness have brought many an unruly boy to a halt before he plunged over the precipice from which so few ever return.

The training school act, as it stands, reaches a class of boys more deserving than any other of being rescued from the depths of indigence and of being placed in institutions best equipped to safely guide them in the path of integrity and self-reliance. As a rule, the boys entitled to claim assistance under this act have committed no serious misdemeanor against the laws. Their greatest misfortune arises from the fact that they are deprived of proper guardianship, and, consequently, left to the charity of a world that knows little of and cares still less for the wants of the half-clad, homeless boy. If left to themselves these lads must either starve or live by their wits, and to live by their wits means that they will ultimately join the ranks of the criminal class, to become a menace to the welfare of the State.

St. Mary's Training School for Boys is a Catholic institution, in charge of the Christian Brothers, under the direction of the Archbishop of Chicago, in whose honor the little village of Feehanvile has been named. In 1890 the average number of boys at the school was 300, of whom 195 were sent by the county. The system of training these boys may be briefly stated: The lads are kept busy at work, play or study, and appropriate rewards are bestowed on those whose good conduct and efficiency in tasks deserve recognition. That such a system should have beneficial results is obvious. The contrast presented by the inmates of this school, boys well trained in head, in hand and in heart, and those more unfortunate youths so pitilessly plunged in penal institutions may easily be imagined. As the kind superintendent of St. Mary's observes, The word "pitilessly" is very applicable in this connection. A number of these boys drift into the house of correction by reason of circumstances beyond their control, and, be it said to their credit, many of them would prefer to lead an upright life, but being destitute of friends and the advantages of an education, the dreary career of the criminal is the only alternative left to them. St. Mary's Training School was established to help save these unfortunate waifs, and ever since its inception the school has been taxed to its utmost resources. As it depends almost entirely upon voluntary contributions for its support, financial or other assistance is always gratefully welcomed, and contributors may be certain that all donations will be judiciously applied. The school department consists of

five well-graded classes, in which every effort is made to give the boys a practical elementary education. This is supplemented by a graded course of manual training in the various branches of industry taught in the institution. The printing, shoemaking, tailoring, baking, carpentering and blacksmithing trades are taught, and the pupils are also made familiar with the outdoor work of the farm, including the dairy, gardens and cattle yards. The farm, by the way, is a most interesting and important adjunct of Feehanville. It consists of 440 acres of cultivated ground, pasture and timber land. None of the produce is sold, so that the boys are quick to realize that the fruits of their labors will later greet them on the well-supplied tables.

The majority of boys received at St. Mary's have already reached the age of twelve and upward, but their previous schooling has been so brief that in most cases the child's primer is their first introduction to educational knowledge. With the development of their intellectual faculties their physical powers must be strengthened, and these results are best attained by the alternate half-day's schooling and exercise in manual labor which, together with a wholesome diet and a proper attention to the laws of hygiene, soon bring color to the cheeks and lend vigor to the frame. It is surprising what aptitude the pupils manifest both in the school-room and the work-shops, and before leaving the institution the boys become so expert in the trades learned that they have no trouble to obtain situations and thus earn an honest living, which is the great object of the school.

In addition to these schools for boys there are the Chicago Industrial School for girls at Indiana avenue and Forty-ninth street, a branch of St. Mary's Training School, and the Girls' Industrial School at South Evanston, of which Mrs. M. R. M. Wallace is president. Both these institutions receive $10 a month per capita from the county for all inmates legally committed, and in addition, the county is compelled to clothe every girl received. The act under which these schools were incorporated is a trifle more liberal in its workings than the training school act, but still it is largely due to the noble efforts of the ladies and sisters in these excellent institutions that they have been able to carry on the grand work undertaken.

The Industrial School at South Evanston may be reached either by the Chicago & North-Western or the Chicago, Milwaukee & St. Paul railroad. Trains run frequently through the day.

Training School for Brewers.—The Germania Brewing Company has contracted for the purchase of $180,000 worth of real estate to be used as a site for an immense brewing and malting enterprise. This purchase includes the Siebens brewery. The proposed improvements will involve the expenditure of $500,000. When the new plant is completed, the old Siebens brewery is to be remodeled into a training school for brewers.

EXPRESS COMPANIES.

European visitors will do well to acquaint themselves with the methods of the great express companies of this country. The system of forwarding parcels, goods, orders, money, and of making collections and performing commissions in vogue in the United States, is unknown abroad.

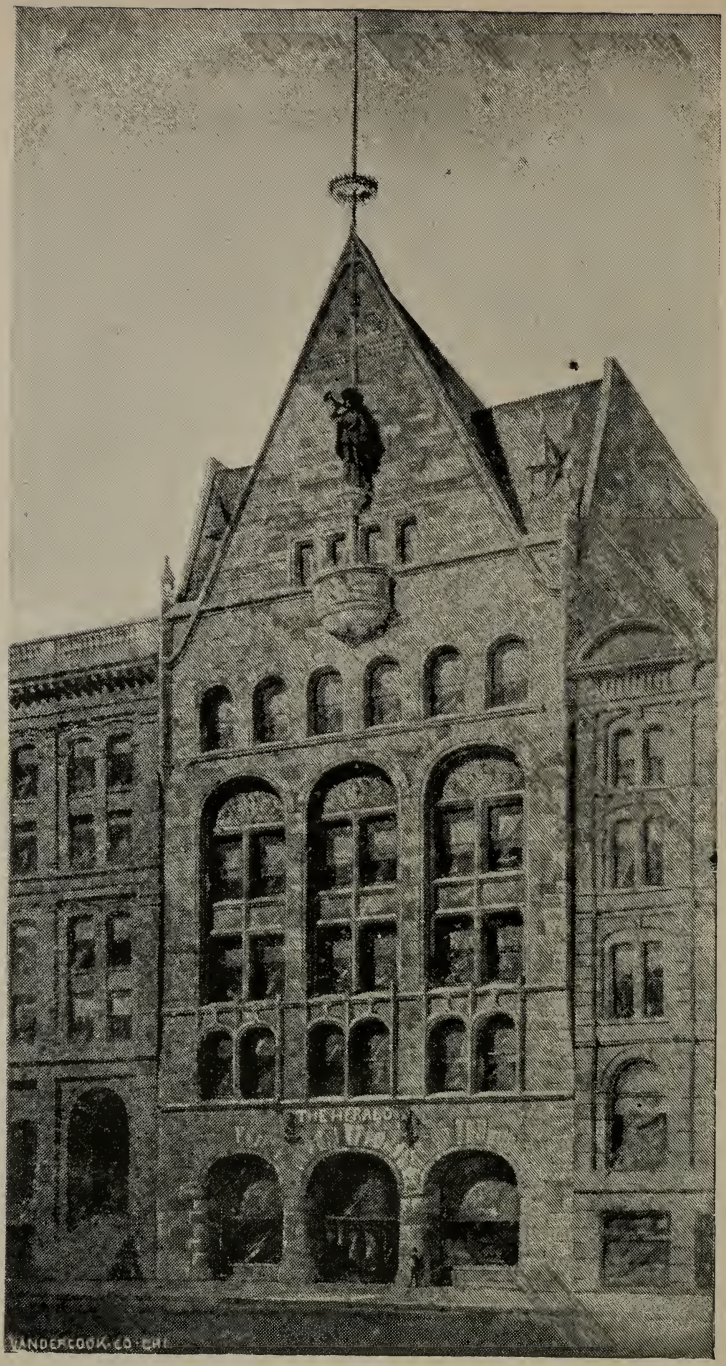
American Express Company.—The greatest of all the express companies is the American. In this city alone over 1,000 men, 400 horses and 150 wagons, besides 120 agencies, are required in handling its business The

general business of this company consists of the forwarding and delivery of money, bonds, valuables and merchandise; the collection of drafts, notes, bills, coupons, dividends and other paper; the issuing of money orders, transmission of money by telegraph and the execution of important business commissions with promptness and careful attention. The great extent of this Company's routes, which comprise over 50,000 miles of railroad, with nearly 6,000 agencies in the United States, Canada and Europe, and its special and exclusive fast express trains between New York, Boston and Chicago, which connect with fast mail trains for points further west, enable them to guarantee quicker time, lower rates, with positive responsibility against loss and damage, and a more expeditious, convenient and satisfactory medium for transportation than offered by any other express company.

The American Express Company transmits money by telegraph between any of its six thousand city and village agencies in the United States, Canada and Europe, at very low rates. To send money by telegraph you have simply to deposit the amount to be transmitted with the agent of this company, who at once telegraphs the company's agent at destination to pay to the party mentioned the sum of money specified. The money is delivered direct to the person's place of business or residence without extra charge. The rates charged by the American Express Company for this service are from 25 to 500 per cent. less than is usually charged by telegraph companies who do not deliver the money at destination. The principal European offices of the Company are located as follows: Messrs. Thomas Meadows & Co., 35 Milk Street, London, England; 13 Water Street, Liverpool; 51 Piccadilly, Manchester; 10 Hanover Street, Glasgow; 4 Rue Scribe (under Grand Hotel), Paris; E. Richards, 1 Rue Chilou, Havre; A. Huni, Bordeaux; N. Luchting & Co., Bremen and Hamburg, Germany; Kennedy, Hunter & Co., Antwerp, Brussels and Charleroi; Salamons & Stevens, Rotterdam; Alfred Lemon & Co., Florence, Leghorn and Rome; John White, Genoa, Italy; Fratelli Pardo di Guiseppe, Venice.

Money-orders for any amount, from 1 cent to $50 and upwards, are issued at all of the company's agencies in the United States and Canada, payable almost anywhere in these countries, as well as at all the principal cities in Europe, and afford a very cheap and convenient method for the transmission of money by mail with absolute security. The object of the order and commission department of the company is to afford the company's patrons extra facilities for getting goods quickly and for attending to any business commissions which they would otherwise have to attend to in person, or hire the service performed outside at considerable cost.

Orders for goods of any description can be forwarded through this department to be purchased or procured of dealers or others at any point where this company has an agency in the United States, Canada, or at the company's European agencies, and are received at any of the company's offices and forwarded without charge. Purchases are made by employes of experience and discretion, and are returned by express with the utmost promptness. Where cost of goods does not exceed $5, amount will be advanced by the company, thereby saving persons ordering the expense of remitting money or paying C. O. D. charges, as well as stationery, postage and trouble. Parties ordering goods of unknown or irresponsible concerns can always avoid losses by sending their orders through this department. Orders for goods will be telegraphed by this company's agents without extra charge other than cost of telegram.



THE NEW "HERALD" BUILDING.

Besides making purchases and obtaining goods on orders, this department pays tax bills, redeems articles pawned, collects baggage at hotels and railway stations, secures seats at theatres, berths in sleeping-cars, passage and state-rooms on European steamers, and performs with intelligence and discretion any service that can be legitimately and properly performed. Persons, either in this country or in Europe, wishing to have business commissions attended to in connection with the World's Fair to be held in Chicago in 1893 can avoid unnecessary expense by having heir business attended to by this company's Order and Commission department.

Location of Express Offices.—The Express Companies doing business in Chicago, are: The Adams Express Company, 189 Dearborn st.; The American Express Company, 72 Monroe st.; Baldwin's European and Havanna Express, 187 Dearborn st.; Baltimore & Ohio Express, 89–91 Washington st.; Northern Pacific Express Company, 81 Dearborn st ; Pacific Express Company, 89–91 Washington st.; United States Express Company, 89–91 Washington st.; Wells, Fargo & Co.'s Express, 154 and 156 Dearborn st. The Adams, American and United States Express Companies have their own buildings, two of them—the Adams and American—being magnificent structures. The Baltimore & Ohio and the Pacific, have offices in the United States Express building, and conduct their business jointly with the latter company. The Adams Express Company's business is almost entirely Eastern, the Wells-Fargo is Western, the Baltimore & Ohio is confined to the B. & O. System of railways, the Northern Pacific is confined to the N. P. Transcontinental route; the United States and the American cover all parts of the country.

Brink's City Express.—This is the leading transfer company handling small packages, trunks, etc., in the city. The average price charged on trunks is about 50 cents between extreme points Here are the regular rates: One package or box, not large, 25 cents; two packages or boxes, small, 40 cents; three packages or boxes, small, 50 cents; one single wagon load, one consignment, $1; one double wagon load, one consignment, $1.50. On all packages where value is declared, and where the value is greater than $50, an extra charge of five cents shall be made on each $50, or fraction thereof, that may be declared in excess of the first $50. Brink's Express' may be called by telephone 1754, from any part of the city. General office, 88 Washington st.

GREAT INDUSTRIES OF CHICAGO

The great industries and great industrial centers of Chicago are among the attractions which we have to offer the visitor. Some of them are among the most remarkable in the world All of them are interesting. We have no London Tower, but we have the Union Stock Yards; we have no Versailles, but we have Pullman. And it is likely that the European visitor, who is tired of the gilded halls of royal palaces and the forbidden walls of ancient prisons, will be refreshed by a visit to the scenes of modern activity which are presented on every side here. The compiler is indebted to Mr. George D. Cope, for much information regarding our iron interests, and to Mr. John Clay, Jr., for facts connected with operations at the Stock Yards. Every branch of

productive industry is covered under this classification. The information of a statistical character will be entertaining to all classes of readers, and peculiarly so to those who are interested in the application of mechanics. Not the least important matters treated of are the great agricultural works, the Union Stock Yards and Pullman.

Iron Ore and Coal Sources.—The iron ore districts from which Chicago obtains her principal supplies lie in Michigan, Wisconsin and Minnesota. The coke districts lie in Pennsylvania, West Virginia, Virginia and Kentucky. Coal suitable for steam raising and for use in heating and puddling is, however, obtained near at hand, being mined in both Indiana and Illinois. Petroleum is extensively used for fuel in Chicago iron and steel works. It is conveyed in pipes from Lima, Ohio, to the city. The following statement will show the distances over which these materials are transported to reach Chicago. The longest all-rail haul of Lake Superior iron ore to Chicago blast furnaces is from the Vermilion range mines in Minnesota. The distance is 690 miles. Only a limited quantity of ore has taken that route, but the practicability of winter haulage has been demonstrated. This distance by lake and rail combined from the Minnesota mines to Chicago is about 1,020 miles, of which 70 miles comprises the rail haul to Two Harbors, and the remaining distance covers the lake haul across Lake Superior, through the Sault Ste. Marie and the Straits of Mackinac, and up Lake Michigan to Chicago. The Gogebic mines, in northern Wisconsin and Michigan, whose shipping point to Chicago is Escanaba, on Lake Michigan, are 490 miles from Chicago by rail and lake, but by all rail they are much nearer, say 400 miles in round numbers. The mines of the Marquette range, in northern Michigan, whose main shipping port for Chicago is also Escanaba, are about 375 miles from Chicago by lake and rail, the rail haul to Escanaba running about 75 miles. The all-rail route to Chicago would be about 400 miles, or the same distance as from the Gogebic mines. The Menominee range mines are situated nearer to Chicago than the mines of the other Lake Superior districts, being only about 300 miles by rail. By rail and lake, they are 375 miles from Chicago. Of this distance, 75 miles cover the rail haul from the mines to Escanaba, on Lake Michigan. All these figures seem formidable, but lake freight rates are remarkably low for the distance covered, and the rail rates are also very reasonable on account of water competition, as well as competition between several lines of railroad traversing this section. Coming next to coke, another set of long-distance figures is encountered. Coke is hauled to Chicago entirely by rail. It is drawn from several sources of supply—namely, the Connellsville and Reynoldsville regions in Pennsylvania and northern and southern districts of West Virginia. The shortest haul is from the Connellsville region, say 525 miles. The Reynoldsville, or Rochester and Pittsburg, coke district is easily 625 miles from Chicago. The Northern coke region of West Virginia is about 535 miles, and the southern district 600 miles. The bituminous coal used by manufacturers is obtained to a slight extent from western Pennsylvania, to a greater extent from Ohio and Indiana, but principally from the coal fields of Illinois. When drawn from western Pennsylvania, it is hauled by rail at least 500 miles; when obtained from Ohio, it is transported from 300 to 375 miles, and from Indiana about 175 miles. The coal fields of Illinois are but 50 to 75 miles from

Chicago. Crude oil is now an important raw material to numerous Chicago manufacturers, who use it for fuel. The principal source of supply is the Lima district, in Ohio, whence a pipe line 200 miles long runs to the southern part of the city. These figures are not given as absolute distances, but are approximately correct, inasmuch as the various districts tapped are themselves of large extent. They serve to show, however, that the manufacturers of Chicago have had to conquer formidable disadvantages in establishing their various enterprises. How well they have succeeded is known to the world. Notwithstanding their remoteness from essential raw materials, they have had countervailing advantages which have enabled them to build up enormous plants, with possibilities of great future growth. The most influential advantages in making Chicago a great manufacturing center have been and are its magnificent transportation facilities.

Water Transportation.—Although Chicago is termed an inland city, because it is nearly a thousand miles from the ocean, it possesses vast marine interests through its location on Lake Michigan, one of the chain of great lakes stretching along our northern frontier. The magnitude of the lake traffic is shown by the statistics collected by the government. (See Maritime Interests.) A limited means of water communication in a southern direction is enjoyed in the Illinois and Michigan canal, extending from Chicago to the Illinois river, navigable for light craft thence to the Mississippi river. The freight transported over this route in 1889 aggregated 917,047 tons. An ambitious scheme in this direction, which has been undertaken by the city of Chicago, contemplates the construction of a grand water-way, not less than 160 feet wide and not less than eighteen feet deep from Lake Michigan to Lockport, Ill., for the improvement of low-water navigation of the Illinois and Mississippi rivers as well as to afford sanitary relief to Chicago. It is expected that the United States government will co-operate in making the connecting rivers navigable for large vessels, so that the lake and the Mississippi river traffic may interchange. Another water-way, called the Hennepin canal, is projected across the upper part of the State of Illinois, also to connect with the Mississippi river.

Railroad Transportation.—The railroads, however, are the chief factor in conducting the trade and commerce of Chicago. No other city in the world is so well supplied with railroad lines. Twenty-six independent roads run out of the city, diverging to all parts of the United States, Canada and Mexico. These railroads, with their branches and immediate connections, have a total length of over half of the total mileage of the railroads of the country. A belt railroad encircling the city connects with all lines, enabling freight to be easily transferred from one to another without breaking bulk. The immense traffic of this character, however, has so far outgrown the facilities afforded by the belt road referred to that two other intercepting lines have sprung into existence, one of which encircles the city at a distance of twenty-five to forty miles from it. This line is known as the "Joliet Cut-Off." The third belt road, which is known as the Chicago and Calumet Terminal, traverses part of the intermediate territory, intersects a number of important railroads, and will ultimately connect with all lines. To still further facilitate the interchange of freight cars among the various railroad lines, a great union transfer yard is being constructed on the west side of the city. These railroads and their belt-line connections have established a multitude of junction points in the immediate vicinity of Chicago, possessing

transportation facilities of the most complete character for industrial enterprises. Raw materials originating on the route of any railroad are thus easily delivered to a factory on any other line by a short transfer, practically taking every Chicago railroad to the doors of every Chicago factory. Manufacturing products are likewise distributed without difficulty over the region traversed by every railroad line. These facilities have stimulated the growth of an unusually large number of manufacturing towns as suburbs of Chicago. Among such suburbs the town of Pullman has become famous by reason of its having been built with a special view to providing workmen with comfortable homes, pleasant surroundings, and everything necessary for their convenience and social enjoyment.

Adams & Westlake Works.—Situated in the block bounded by Ontario, Franklin, Onio and Market sts. Take Market street cars. J. McGregor Adams, president; L. J. Todd, vice-president; Wm. N. Campbell, secretary; A. Weinberg, treasurer. Incorporated 1874. Capital, $650,000. This is an establishment of world-wide celebrity. The Adams & Westlake Company are manufacturers of railroad car trimmings, lamps, lanterns and sheet metal specialties. The business was started in 1860 as a branch of Crerar, Adams & Co., J. McGregor Adams and the late John Crerar being the principal owners. They employ from 900 to 1,000 men. The buildings in the block range from one story to seven stories in height, and have an aggregate floor space of 250,000 square feet. Included in their plant is one of the largest brass foundries in the country, having more furnaces, though using smaller pots, than any other concern. Their products are sent to every State in the Union, and exported all over the world.

Aermotor Company's Works.—The Aermotor Company occupy a six-story, sixty-foot front, building at 110–112 S. Jefferson st., and a forty-foot front foundry at 57–59 S. Jefferson st., employ about one hundred and fifty hands, annually consume about 4,000,000 feet of lumber and 1,500 tons of iron and steel, and manufacture wind-mills, wind-mill towers, tanks and feed grinders.

Ajax Forge Company.—Situated at the corner of Hoyne and Blue Island aves. Take Blue Island ave. car. This company manufacture frogs, switches, rail-braces, etc. They are capitalized at $150,000, and employ about three hundred hands, run double turn, and annually consume 5,000 tons of steel rails and 2,000 tons of bar iron. Their products are specialties of their own, on most of which they hold patents.

Architectural Iron Works.—The manufacturers of architectural iron work constitute a very important wing of the foundry trade. Among the leading establishments of this character are the Bouton Foundry Company; the Dearborn Foundry Company; Vierling, McDowell & Co.; the Union Foundry Works; The Chicago Foundry Company; The Globe Iron Works; Clark, Raffen & Co., and the South Halsted Street Iron Works. Vierling, McDowell & Co.'s plant is located at Twenty-third st. and Stewart ave., on the lines of the Pittsburg, Fort Wayne & Chicago, and the Chicago & Western Indiana railroads. Take State st. car to Twenty-third st., or Chicago & Ft. Wayne railroad to Twenty-second st. Robert Vierling, president; Louis Vierling, secretary and treasurer; Alfred Grossmith, superintendent. About two acres are occupied by a foundry building, pattern shop, and erecting shop. The number of hands employed is two hundred and twenty. The quantity of material handled last year was over 20,000 tons of pig iron, rolled beams, etc.

Boiler and Tank Works.—The principal manufacturers of boilers and tanks are John Mohr & Son, Joseph Bee, William Graver Tank Works, Kroeschell Bros., William Baragwanath & Son, the Porter Boiler Manufacturing Company, and the Hazleton Tripod Boiler Company. There are numerous other manufacturers of boilers in connection with steam engines and general machinery. The largest of these consume from 4,000 to 5,000 tons of plate iron and steel annually. The establishment of John Mohr & Son, at 32 Illinois st., is one of the best-equipped boiler works in the country, having a hydraulic riveter capable of doing the heaviest work, and being well supplied with flanging and other machinery. The other boiler shops are making creditable progress in the introduction of labor-saving machinery.

Buda Foundry and Manufacturing Works.—The Buda Foundry and Manufacturing Company, 607 Phenix building, Chicago, operate works at Buda, Ill., manufacturing hand and push cars and switch and track materials, employing one hundred and twenty-five men and turning out an annual product of about $300,000. In the same office are represented the Fort Madison Iron Works Company, of Fort Madison, Iowa, manufacturers of car-wheels and railroad castings, with a daily capacity of 200 wheels and 10 tons of castings, and a yearly product valued at $500,000; also, the Middleton Car Spring Company, manufacturers of car springs.

C. A. Crosby & Company's Works.—Situated at 176 and 178 South Clinton street, manufacture presses and dies for a variety of purposes, but make a specialty of sheet metal machinery. They have a well equipped factory, employ 75 to 100 hands, and have a large export trade in can-making machinery.

California Fruit Transportation Company.—This company was organized in 1889, after some five or six years of thorough testing of all the different plans of carrying fresh fruits under refrigeration. Previously it had been the universal opinion of all the men engaged in this business that refrigeration was a detriment to fruit, the idea being that articles of such perishable nature would not stand the sudden change of temperature when taken out of a cold car in hot weather. By this service, however, which combines every improvement of car with thorough knowledge and attention given to operating, it has been demonstrated that the most tender fruits may be carried successfully two or three times as far as it had been possible to ship them before, and to keep them as well as fresh picked fruit when unloaded from the cars, even in the hottest weather. The work of this company has, during the past two years, completely revolutionized the ideas of the fruit trade in regard to transportation. During the summer the attention of the company is confined largely to the transportation of deciduous fruits from California, and it has succeeded in placing these fruits successfully in the Eastern markets, where before it was impracticable to ship beyond Chicago, increasing the sale of these fruits in New York from fifty cars two years ago to over 500 in 1890. Operations in the South and East during the winter and spring are equally successful and important. The surety given the question of transportation has opened up a wide range of markets for these perishable products, where heretofore they have been confined to near points and subject to the local demand. The work of the company is entirely separate and distinct from the railroad company's, in that it has nothing whatever to do with the transporting of the fruit from point of shipment to destination, but simply cares for

and protects it while it is in transit. In connection with this, the company is obliged to have its own cars in order to meet the special requirements of this class of freight.

Calumet Canning Company.—Among the comparatively new enterprises at Hammond, to the northwest of the Michigan Central depot, is the large four-story factory of the Calumet Canning Company. This plant is one of the most thoroughly equipped establishments of the kind in the country, for the purpose for which it was constructed. A Corliss engine furnishes the motive power, and a huge ice-machine guarantees a frigid temperature at all seasons of the year, for the proper curing of meats. Those interested in pure, healthy foods, especially meat products, will find this a most interesting establishment, for all is clean and orderly, and only the best of everything is used, the aim of the company being to prepare a brand of goods which will sell for its merit, rather than a low price. The list of canned goods comprises corned and roast beef, lunch and ox tongues, deviled and potted meats, chicken, turkey, etc., etc. The company is also the sole proprietor of the "Chicago Brand" of Liebig's Extract of Beef, and Liebig's "Beef, Wine and Iron," which are prepared according to the formulas of Baron Liebig, and as these, like all products of this company, are not permitted to go upon the market without undergoing a thorough and rigid inspection, the brand has become justly popular for its uniform excellence and perfection, the demand for the past two seasons far exceeding the supply. The establishment furnishes employment for a small army of men and girls at Hammond, while at Chicago they have an extensive market, occupying the stores numbered 68–82 West Jackson st., the main business office being located on the sixth floor of the "Rookery" building. The officers of the company are: J. C. Hately, president; G. W. Simpson, vice-president; C. W. Simpson, treasurer; and J. O. Staples, secretary.

Calumet Iron and Steel Company.—Works located at Cummings, near South Chicago, about twelve miles from the Court House. Take train at Van Buren Street depot, Van Buren and Sherman sts., or at Dearborn Station, Fourth ave. and Polk st., or at Union depot, Canal and Adams sts. The blast furnace is eighty feet high, with a 17½ foot bosh; it is equipped with one Massick & Crookes and three Siemens Cowper-Cochrane stoves, and two blowing engines. The rolling mill has thirty-eight puddling furnaces, six scrap and six heating furnaces, and three trains of rolls—9, 14 and 22-inch. In the puddling department the waste heat is utilized from eight double furnaces to raise steam in eight upright Hazleton boilers, and the system is soon to be extended to twelve. A nail factory with 132 nail machines, and steel works with four 4-ton open-hearth furnaces are at present in disuse. These works have about five miles of railroad track with rolling stock for carrying raw materials; also have a good slip, with facilities for loading and unloading vessels on the Calumet river, emptying into Lake Michigan. They employ, outside of the nail factory, about 1,200 men. The annual consumption of raw material is 100,000 gross tons of ore and cinder; 65,000 net tons of coke; 23,000 net tons of limestone; 40,000 net tons of scrap iron; 26 000 net tons of pig iron; 37,000 net tons of muck and scrap bar; 80,000 net tons of coal; 10,000 net tons of sand; 50,000 barrels of fuel oil. They produce 51,000 gross tons of foundry and Bessemer pig iron; 45,000 net tons of muck and scrap bar; 50,000 net tons of merchant bar.

Charles P. Willard & Company's Works.—Situated at Nos. 1 to 7 Domi-

nick street, on the Chicago, Milwaukee & St. Paul railroad, with dock frontage on the north branch of the Chicago river. They occupy about two acres of ground for buildings and yard purposes, employ 100 hands, and have a yard capacity for the production of 600 engines and boilers. Charles P. Willard & Co. are manufacturers of portable, stationary and marine steam engines and boilers, steam launches, steam yachts and tug boats.

Chicago Cold Storage Exchange.—Situated on the block between Lake and Randolph sts., on the west bank of the Chicago river Take West Lake or Randolph st. cars. Only a short walk from business center of South Side. The corner stone of the mammoth building was laid with appropriate ceremonies on November 13, 1890, by Gen. William Sooy Smith. After the laying of the stone the guests, among whom were the mayor and many of the leading citizens of Chicago, were escorted through the warehouse of the company, then in operation, and the action of ammonia gas in producing the necessary low temperature was explained by General Manager J. Ensign Fuller. The remarkable feature of the concern is the almost entire absence of elaborate machinery. The system in use produces a maximum effect with a minimum cost, and is technically known as the Absorption System. The liquid anhydrous ammonia is conducted through pipes to the cold storage rooms and freezing vaults, the supply being automatically regulated, keeping the temperatures uniformily at any desired degree. By a natural process the ammonia gas is absorbed in water, when it is carried back to the distilling plant, there to be converted into anhydrous ammonia again, and continue its round of labor. Thus little loss of ammonia is occasioned, and though costly experiments have alone been able to bring about this economic process, the total cost of refrigeration by this method has been reduced to the lowest point. By this process of refrigeration, eggs, butter, cheese, and dried fruits stored away in April, May and June, are perfectly preserved when taken out for the fall and winter trade. All green fruits, particularly apples, are put away in October and November, filling the space previously occupied by the summer goods, and are carried until the egg trade begins in spring. The natural products of California, Florida, Spain, Italy and Sicily, which reach Chicago as the greatest fruit center of the United States, are carefully stored away and preserved. By bringing sound fruit on the market when desired, it commands the highest prices and insures a more equitable market.

The new building when completed will be the largest in Chicago, exceeding even the Auditorium in size, and is to be the largest building of its kind in the world. The architects, Adler & Sullivan, and the engineers, the Osbourne Steam Engineering Co., have been busily engaged revising and augmenting the plans connected with the cold storage building, carrying out successfully the ideas of the promoters. The Cold Storage Exchange will consist of two buildings extending from West Lake st. to West Randolph st. They will be united by an arcade over the railroad tracks. The eastern building skirts the edge of the river and extends from it to the railroad tracks. The western building runs from the arcade to the alley between West Water and Canal sts. The length of each will be 382 feet, the width of the eastern building seventy feet and the western eighty-five feet. The dimensions of the West Water st. arcade are 75 by 382 feet, and the Cold Storage Place arcade is 36 by 382 feet. Each building will be composed of a basement and ten stories, insulated, piped and fully equipped, prepared to carry any temperatures required by the different nature of the goods stored, affording six large stores, each seventy-six feet deep, fronting on Lake st., and six stores front-

ing on Randolph st. of the same depth, twenty-eight stores on West Water st. arcade, and ninety brokers' and commission offices on the first floor above the stores. The lowest story on the river front will be thrown open, supported by steel columns, thus giving ample dockage facilities for the unloading of vessels. The facilities for handling car-load lots of perishable freight will be unequaled. The total cost of the entire buildings, including the purchase of the business of the Chicago Refrigerating Warehouse Company, will be $3,000,000. The estimated cost on steam plant, elevating and electric service, refrigerating and ice plant, is $475,000. The foundation will require 9,000 piles and 1,250,000 feet of oak timber. In the whole construction, which will be finished by spring, 1892, there will be 200,000 cubic feet of concrete and stone masonry, 6,000 tons of iron and steel, and 900,000 feet of tiling for the arched floors.

Chicago Crucible Steel Casting Company.—Works situated at Elston and Webster aves. They have a thirty-pot steel melting furnace and a five-ton open-hearth steel furnace, and make steel castings.

Chicago Drop Forge and Foundry Company.—Situated at Kensington, in Pullman. Take Illinois Central train, foot of Randolph street. Their property consists of about four acres of land, on which are erected a brick shop, 26x79 feet and a frame building of equal size. The former is used as a forge and machine shop, and the latter as a shear shop for the manufacture of domestic shears and scissors. The forge shop is equipped with fifteen upright and six Bradley hammers, twelve presses, two bolt machines, fourteen drill presses, and shaping and dye-sinking machines, milling machines, lathes, planers, etc., for special and general work. The products of the company are drop forgings of all descriptions, both in steel and iron. They make a partial line of carriage hardware, and forge pieces for the use of manufacturers of sewing machines, agricultural implements, bicycles, etc. About half of the product of the company consists of shears and scissors. The shears are made under a process not used elsewhere in the United States, the blade being forged solid from the steel bar. About 130 hands are employed, and about twenty tons of steel and iron are worked up monthly. Crude oil is used for fuel, both under the boiler and in the forge.

Chicago Forge and Bolt Company.—Main works occupy about twelve acres at Fortieth street and Stewart avenue. Branch at Michigan and Franklin sts., on the North Side, for job work and small bolts. Bridge work, turntables, girder work, heavy steam-hammer work, car axles, railroad forgings, blacksmith work, ore-dock chutes, bolts, nuts, rods, washers, etc., etc. Employ an average of 500 to 550 men. Buildings on the main plant cover nearly the entire twelve acres, and this company has run for the last eleven years night and day with the exception of about three months, when the night gang was laid off. They have steadily increased in size and volume of their business from date of organization of the company, and have gangs of bridge erectors in half a dozen States a good part of the time. Their output of finished product is very large. A fully-equipped rolling mill represents part of their premises; capacity of about 100 tons a day, in rounds, flats and squares.

Chicago Horse-shoe Company's Works.—Situated at East Chicago, Ind. Contain two heating furnaces, one 12-inch train of rolls, and one 1¼-ton Robert-Bessemer converter, and manufacture horse-shoe bars and horse-shoes.

THE WILLIAM DEERING WORKS.

Chicago Splice Bar Mill.—Situated at Chicago avenue and the north branch of the Chicago river. The products of this rolling mill are the Samson splice bars for railroad use, and the plant is composed of three heating furnaces, two trains of 3-high rolls, three boilers, one forge, and a full set of four steam punches, two of which are capable of punching one and one-eighth inches in diameter through 1-inch thick steel or iron at one movement. The capacity of the mill is 12,000 tons of finished product per annum, which requires about 14,000 gross tons of old iron rails, and 5,200 tons of bituminous coal, with the labor on an average of 175 men to produce this amount. These works have been in operation producing the Samson splice bars since 1878, and always double turn while running.

Chicago Steel Works.—Situated at 906 Noble street. Take Wells street cars. These works have nine heating furnaces, three forge fires, and two trains of 14-inch rolls. Old steel rails and steelrail crop ends are used as raw material, being slit and rolled into tires, harrow teeth, and special shapes for agricultural implements.

Chicago Tire and Spring Company Works.—Situated at Melrose, on the Galena division of the Chicago & North-Western railroad. Take train at Wells Street depot, Wells and Kinzie streets. They manufacture locomotive and car-wheel tires, steel bands for various purposes, and car springs. The equipment consists of an 8-ton Siemen's open hearth steel furnace, used in the production of steel for tire ingots, a furnace for heating tire ingots, or blooms, a tire rolling mill, and eight heating furnaces in the car-spring department with the usual machinery for manufacturing springs. The tire ingots are cast large enough for three small tires or one large tire, and are made hollow, with a collapsible steel core. They are slit by a slitting roll in the tire mill, and finished into tires, without the use of a hammer at any stage of the process. The heating furnace used in the tire mill has a Roney automatic stoker for feeding coal, and the waste heat from the furnace is used for raising steam in a Hazelton upright boiler. The engine operating the tire mill is a double cylinder engine of 1,000 horse-power, built on the reversing principle to enable it to stop and start quickly. Hydraulic power is used in operating the crane and setting the rolls. The fuel used in the heating furnaces of the spring department is petroleum converted into gas by the Gogin process.

Columbia Steel Car Company.—Organized for the purpose of building steel railroad cars; shops located in the township of Maine, on a tract of 600 acres, recently purchased. It lies on both sides of the Desplaines river, between Desplaines and Park Ridge. The company manufactures railroad cars of all descriptions—postal, baggage, passenger coaches and freight—entirely out of steel, and is already doing a large business. Its postal cars have been running for over a year on different railroads. The offices of the company are at room 14, Rialto building.

Crane Company's Works.—Situated on Jefferson, Desplaines, Judd and Fulton streets. Take Randolph or Lake street car to Desplaines street. The Jefferson street building, four stories high, is 154 feet long by 150 feet deep. The Desplaines street building, also four stories high, has a front of 130 feet, and a depth of 168 feet. These buildings are occupied by the general office and salesroom, gray iron and brass foundry department, tool manufacturing department, brass and iron valve department. One Judd street building, four stories high, 205 feet front by 220 feet deep, is occupied with the malleable and gray iron foundries, and iron fitting and radiator depart-

ments. Another Judd street building, six stories high, 219 feet front by 111 feet deep, is occupied by a gray iron foundry for the manufacture of steam fittings for wrought iron pipe, iron valve department, wrought iron pipe, warehouse, etc. A building, at the corner of Desplaines and Fulton streets, 180 feet front by 170 feet deep, is used as a butt-weld pipe mill and galvanizing works. The number of hands employed is 1,850. The annual consumption of pig iron and scrap is 15,000 tons; of copper, tin and brass, 1,200 tons; of skelp iron, 9,000 tons; of steel, 100 tons. The products are wrought iron pipe, cast and malleable iron fitting and brass goods (for steam, gas and water), pipe, tools, gate valves and radiators and coils.

Craver, Steel & Austin's Works.—Craver, Steel & Austin, of Grinnell, Iowa, have built a plant at Harvey, a suburb of Chicago, on the Illinois Central railroad. Their buildings consist of a machine shop, foundry, blacksmith shop, 160x200 feet; office attached, 50x40 feet; wood-working and paint shop, 240x200; warehouse, 350x80 feet. They employ from 150 to 250 hands, consume annually about 5,000,000 feet of hard-wood lumber, 400 tons of bar iron, and about 1,000 tons of pig iron, and manufacture harvesting machines, mowers, rakes, springs and buggies.

David Bradley Manufacturing Company's Works.—Situated on Fulton, Jefferson and Desplaines sts., and occupies about ten acres of floor space. This is one of the greatest of Chicago's factories. The company employs 600 workmen, and annually consume 10,000 tons of pig iron; 1,500 to 1,800 tons of bar iron, and 1,000 to 1,200 tons of steel. Their products consist of plows, hay-rakes, cultivators, harrows, cotton planters and other farm implements.

Elgin National Watch Company.—Located at Elgin, Ill., 42 miles from this city. Take train at Wells Street depot, Wells and Kinzie sts., via. Galena Division Chicago & North-Western railroad. This is one of the most extensive as well as the most interesting industries carried on in Chicago or vicinity. Some idea of its character may be obtained at the outset, from the fact that three thousand hands are employed in the works; that a daily average of 1,800 watch movements are turned out, running in value from $4 to $90; and that 540,000 movements were turned out in 1890, the aggregate value of which was $3,500,000. Twenty-six years ago Patton S. Bartlett and Ira G. Blake, employés of the American Watch Company, of Waltham, paid a visit to Chicago, and while here conceived the idea of starting a great watch factory in the inviting fields of the growing West. They formed the acquaintance of J. C. Adams, of Elgin, a practical watchmaker, who became enthused with the idea. After some effort, a company was formed August 27, 1864, under the name of "The National Watch Company," of Chicago, Ill., with a capital stock of $100,000. Through the influence of Mr. Benj. W. Raymond and Geo. B. Adams, the location of the factory was offered to Elgin, on condition that a tract of thirty-one acres of land be deeded to the company, and $25,000 worth of stock be subscribed by the city. After efforts to comply with these conditions had failed, four of Elgin's citizens stepped to the front and fulfilled the requirements. They were S. Wilcox, W. T. Pease, H. Sherman and B. F. Lawrence. Thirteen of the original thirty-five acres lying east and south of the factory were set apart, and an acre lot was given by the company to each of the original seven Waltham men who came West in 1865, namely, Messrs. Hunter, Moseley, Hoyt, Bartlett, Mason, Hartwell, and Bigelow. The incorporators of "The National Watch Company" were: Benj. W. Raymond, Howard Z. Culver, Thos. S. Dickerson, Geo. M. Wheeler,

Philo Carpenter, W. Robbins and Edw. H. Williams. In September, 1864, Mr. Wheeler and Mr. Adams went East to secure competent men to help start the factory on a practical basis. They were fortunate in securing Messrs. George Hunter, the present superintendent, to take charge of the machine department; John K. Bigelow, now in California, to take the formanship of the train department; P. S. Bartlett, now a retail and wholesale jeweler in Elgin, to superintend the plate and screw department; Otis Hoyt, now dead, as assistant to Mr. Bigelow; Chas. E. Mason, now in California, to have charge of the escapement department; D. R. Hartwell, still in the company's employ, to supervise the carpenter work, and Chas. S. Moseley, now in Dubuque, as superintendent. Mr. Raymond was the first president, and served until October 10, 1867, when he was succeeded by T. M. Avery, who has served in that capacity since. The organization of the National Watch Co. was completed February 15, 1865. In January, 1865, a wooden structure, three stories high, 35x60 feet, was erected on the Elgin water power, on the site now occupied by DuBois opera house. After countless obstacles had been overcome, the work of watch making was fairly begun in April, 1865. On April 25, 1865, the company surrendered its certificate of license and was reorganized under a special charter and an authorized capital of $500,000. The first board of directors was composed of Messrs. B. W. Raymond, H. Z. Culver, T. S. Dickerson, G. M. Wheeler, Philo Carpenter, Joseph T. Ryerson and Benjamin F. Lawrence. None of these gentlemen are now associated with, or interested in, the factory; Messrs. Raymond, Carpenter, Ryerson and Lawrence being dead.

The present factory, in its original, consisted of a three-story and basement structure 40x40, with a two-story and basement wing 27½x100 feet, and a two-story and basement wing 27½x86 feet extending south, with additional smaller buildings. In one of these was made the first watch ever built in Elgin. It was an 18-size (English) full plate, key-wind, with quick train and straight line escapement, arranged to set the hands at the back, as was common with three-quarter plate, English and key-wind watches of that day. This model is still a cherished treasure, carefully preserved in the archives of the company. This model was not adopted, but was changed to set on the face after the plan of full plate movements of that day, and with that alteration it was adopted, christened the "B. W. Raymond," in honor of the president of the company, and put upon the market—the pioneer Elgin watch, the modest advance guard of a great industry. This watch emanated from a factory, then considered great, which had a floor area of about 23,000 square feet, and which, during the quarter century of the company's existence, has increased to upwards of 196,000 square feet exclusive of the detached buildings. This pioneer Elgin watch was a four-hole, extra jeweled, adjusted movement, and was first delivered from the factory April 1, 1867. The next watch was the H. Z. Culver, which was first delivered from the factory on July 16 of the same year. Following these movements came the Taylor, Wheeler, Laflin and Ryerson, all slow train movements, which were delivered between October, 1867, and January, 1868. This line of watches was extended later by several lower grades named the Ferry, Ogden, Farwell and Fargo. George P. Lord became manager in 1868, and continued as such till 1876, when this office was abolished On the twentieth of May, 1869, the "Lady Elgin," the first of the popular ten-size, key-wind, ladies' movements, was put upon the market, and was followed by the "Francis Rubie" (Aug. 24, '70), the "Gail Borden" (Sept. 8, '71), and the "Dexter Street" (Dec. 20, '71). None of this line of movements is now manufactured. On June 28, 1873,

the first stem-wind movements made by the Elgin company were delivered, and between this date and May 6, 1875, the Raymond, Culver, Taylor, Wheeler, Laflin and Ogden movements were all transformed into stem-winds.

The name of "Elgin" had become so inseparably linked to the products of the watch factory, they being generally and familiarly known as "Elgin watches" the world over, that on May 12, 1874, at a meeting of the stockholders, the name was changed by prefixing the word "Elgin," and a new charter was then adopted. This charter is the one under which the factory now operates. In 1874–5 the company contemplated the establishment of a watch case factory in connection with the manufacture of movements, but this idea was afterwards abandoned. It was in March, 1875, that the factory first manufactured its own mainsprings. At present every part of the watch is manufactured at the Elgin factory, except the jewels, which are imported. In 1875 the name of the company was adopted for all new movements of every size and grade, the first of the series being issued June 16, 1875. Since that time thirty-three distinct grades of eighteen-size have been added to the line.

After the adoption of the "popular prices" by the Elgin Company in May, 1876, the home demand became so heavy, that the producing facilities of the factory were taxed beyond their capacity, and the entire line of three-quarter plate movements were discontinued, the London office of the company closed, and the goods practically withdrawn from the foreign market. Since the discontinuance of this line no new key-wind goods of any kind have been added to the product. The first nickel movement made by the company was delivered August 15, 1877. The company has had but two presidents, Mr. Raymond and Mr. Avery. Mr. Lawrence was elected vice-president of the company at the time of its organization, and served as such until his death in December, 1871, when Mr. Culver was elected, and filled the position until June, 1884, when Mr. Scoville was elected. Mr. Wheeler was secretary from August, 1864, to January, 1868, when he was succeeded by Hiram Reynolds, who was followed by George R. Noyes in January, 1877, and at his death in July, 1879, Mr. Whitehead was elected, and served until June, 1884, when he was succeeded by Mr. Prall. Between September 29, 1875, and December, 29, 1876, the company added to its list of movements seven grades of ten-size, six of twelve-size and five of fourteen size three-quarter plate key-winds. These movements were especially designed for the English market, but were sold to some extent in this country. Between March 28 and June 11, 1878, a line of eight-size stem-wind movements were put upon the market. Between November 1, 1878, and January 6, 1879, four grades of sixteen-size, three-quarter plate, stem-wind movements were produced. These embraced an entirely new feature in stem-wind movements, being interchangeable in hunting and open-face cases by placing the winding pinion at 12 or 3 o'clock. In February, 1880, this line was increased by two movements. The trade of the company increased so rapidly that the capital stock was increased in 1884 to $2,000,000. With two exceptions (being the two cheapest grades), the watches made by the Elgin Company have straight-line escapements, making 18,000 beats per hour, and all have fine trains. The company has since its organization made and put upon the market just 100 distinct grades of the various styles and sizes of their watches. Space does not permit us in this article to give a detailed description of the plant as it is to-day, much as we would like to do so. The motive power for the factory machinery is furnished by two 80-horse power automatic engines. The factory is heated

throughout by steam and illuminated by electric light from the company's own plant. An artesian well, 2,026 feet deep, furnishes the entire water supply. The many hundreds of busy hands and countless machines are busy ten hours a day, turning out a daily average of 1,800 watch movements. These watches range in value from $4 to $90. The officers of the company are—T. M. Avery, president; J. W. Scoville, vice-president; William G. Prall, secretary; T. M. Avery, George H. Laflin, O. S. A. Sprague, J. W. Scoville, Charles Fargo, M. C. Town, George N. Culver, directors; J. M. Cutter, general agent, with office at Chicago; E. J. Scofield, New York agent. The factory management is in the hands of the following efficient officers: Superintendent, George Hunter; W. H. Cloudman, first assistant superintendent; George E. Hunter, second assistant superintendent; Carlos H. Smith, cashier; J. McLaughlin, invoice clerk; C. C. Elliott, material clerk; W. C. Thiers, shipping clerk. The Elgin Company was the first watch company in America to pay a dividend to the original stockholders. In less than six years from the time of its charter, the watch company had erected its buildings, manufactured its machinery, and placed on the market more than 42,000 watches. By April 1, 1872, five years after the first watch was turned out, the reputation of the "Elgin watches" was thoroughly established, and more than 125,000 had been marketed. The property of the company includes a twenty-two acre tract of land, the factory buildings and the following: A gas house, 52x180 feet; a generating house, 60x118 feet; a purifying house, 30x64 feet; a carpenters' shop, 30x135 feet; the engine house and the pattern vault. In connection with the factory is the National House, a first-class hotel, for the accommodation of employes only. This house was opened in March, 1881, and on February 1, 1883, the new wing was dedicated. The Elgin Company have erected and equipped a magnificent gymnasium, which has recently been formally opened for the use of their employes and the town's people. The building is built of stone, three stories in height, and some idea of its character may be gained from its cost—$40,000. The interior is handsomely finished. Oak is used in the halls, and Georgia pine in the rooms. The gymnasium room is on the upper floor. It is a perfectly lighted and exceedingly high room, 75 feet long by 45 wide. The outfit is as fine and complete as can be found in the country, and cost $1,500. There are $500 worth of mats on the floors alone. In its equipments, it is a model of completeness. Above this floor is a fine running gallery, thirty laps to the mile. It makes also a great visitors' gallery. For evening work, the incandescent lamps make the hall as bright as day. The ventilation, too, is excellent. In front of the gymnasium are ladies' and gentlemen's dressing rooms and shower baths. The floor below the gymnasium contains an amusement hall for concerts, lectures and dances, of the same size as the gymnasium. There is a movable platform in one end. The floor is perfect, and a door communicates with the National House. In front are two reception rooms and lavatories. Below this is a splendid band room, library, lockers, lavatories and directors' room. We do not know of another such building in connection with any manufacturing institution in the West. This great industrial institution is a glowing tribute to the ability and energy of its officers and their associates, as it also is to the ingenuity and superior workmanship of their operators.

Thomas M. Avery, president, as well as active business head, of the renowned Elgin National Watch Company, was born at Perryville, Madison county, N. Y., in October, 1819, and consequently is nearly 72 years of age at the present time, though hale, hearty and as active as a boy. He was

given a common-school education, and, at the age of ten years, he was sent to a polytechnic school at Chittenango, Madison county, N. Y., where he remained two years. He then moved to Cazenovia, N. Y., and remained there until he reached the age of fifteen years. At that time his father died, and, thrown upon his own resources, young Avery entered a general country store to earn his own living. He worked there until the death of his employer, after which he settled up the estate, and at the age of twenty he embarked in the general merchandise business on his own account. Mr. Avery continued this business successfully in Cazenovia, until March, 1851, when he came to Chicago, and entered the lumber business, buying and selling lumber in small lots. He remained in this business until 1875, amassing a comfortable fortune. In 1867 he was elected president of the Elgin National Watch Company, which office he consented to accept only temporarily, after considerable urging, and on condition that he should devote to its duties only such time as he could spare from his own business. Subsequently he gave up the lumber interests, and devoted himself entirely to the Watch Company's affairs, as he is now doing. He is one of the largest stockholders of the company, and his management has brought it into the front rank.

Elgin Watch Case Company.—Situated at Elgin, Ill., forty-two miles from Chicago. Take train at Wells St. Depot, Wells and Kinzie sts., North Side. The factory of the Elgin Watch Case Company is beautifully situated on an eminence at the north end of Dundee ave. The building presents a commanding and picturesque appearance, being a three-story structure of brick, 200 feet long, with a wing seventy-five feet in length. It is nicely finished and fitted throughout with keen adaptability to the business and an eye to the comfort and convenience of all the operatives. It is supplied throughout with all modern conveniences, with ample fire protection on each floor. It is when the interior of this building is reached that some conception of the enterprise can be had. The eye at once catches the orderly and cleanly appearance of every department, notwithstanding the accumulations of so large a factory. On entering the basement of the building the forges and crucibles for melting the gold convey some idea of the complicated machinery throughout the building. The machinery department, melting and rolling, twining, jointing, electro-plating, springing, polishing, engraving and finishing departments are each operated by experienced and competent workmen, and the shaping of each attachment of a watch case seems to be simply pastime to many engaged there.

Fraser & Chalmers Company.—Works located in the neighborhood surrounding the intersection of Fulton and Union streets, having a frontage of 690 feet on Fulton street, 280 feet on Lake street, 730 feet on Lydia street and 450 feet on Union street. They are employing at present 1,075 hands and operating portions of the works twenty-four hours per day. Their annual consumption of pig iron, sheet iron and steel, merchant bar iron, etc., is about 13,000 tons, and their product comprises steam-engines, boilers and machinery for the systematic milling, smelting and concentration of ores. Among the manufacturers of mining machinery the most conspicuous establishment is that of Fraser & Chalmers, who have a truly world-wide reputation. They have not only supplied machinery for mining plants and smelting and reduction works in every State and Territory of this country where mining is followed, but have many plants in operation in Alaska, Canada, Nova Scotia, British Columbia, Mexico, Central and South America, China, Japan, Aus-

tralia, Norway, Hungary, Spain, Portugal, Russia, South Africa, India, Italy and the Philippine Islands. They have branch offices in London, South Africa, Japan, Peru and Mexico. Throughout the great copper, silver and gold country of the West, in mines and smelting works, the visitor sees the name of Fraser & Chalmers on the immense machinery used everywhere. The demand for their work is constant and urgent, and miners and smelters will tell you that of all the machinery employed that built by Fraser & Chalmers is scientifically the most perfect, smoothest working and least troublesome. The company has secured the site for immense works farther out, and will probably make a change in location during the next two years.

Fowler Rolling Mill Company's Works.—Situated on Fifty-ninth street on the Chicago & Western Indiana railroad. Take train at Dearborn station, Fourth avenue and Polk street. They manufacture railroad spikes exclusively, and contain one forge fire, two heating furnaces and one 9-inch train of rolls. The material used is old iron rails exclusively, which, after being first sheared into proper lengths, are heated and rolled directly into spikes. Dies on the rolls are used for shaping the spikes, instead of spike machines. The annual capacity of these works is 80,000 kegs of 150 pounds each. The fuel used is crude petroleum.

Fowler Steel Car Company's Works.—Situated at Stony Island avenue and Ninety-fifth street. Take train at Van Buren Street depot, Van Buren and Sherman streets, or at Dearborn station, Fourth avenue and Polk street. The company manufacture their own steel by the Robert-Bessemer process, using a 2-ton converter. The steel is first cast in the form of a blank car-wheel, but with the diameter about an inch greater than that of the finished wheel; this wheel blank is then heated and afterwards placed in a rolling machine of peculiar construction, which operates exclusively on the rim of the wheel by means of a cluster of driven rolls, which, being slowly advanced toward a common center by enormous pressure, reduce the diameter of the blank, condense and solidify the steel and produce a beautifully finished wheel, perfectly round and exact to the required form. This rolling machine is of great power, weighs about 230 tons and can readily turn out a finished car-wheel every five minutes.

General Foundries.—Among general foundries the most conspicuous works are those of John Featherstone's Sons, the Barnum-Richardson Manufacturing Company, the Chicago Malleable Iron Company, the East Chicago Foundry Company, the Lake Shore Foundry Company, the R. M. Eddy Foundry Company and Francis E. Roberts. The works of the East Chicago Foundry Company, at East Chicago, Ind., have some points of special interest. The main building is 140 feet square, with a circular structure, 80 feet in diameter, rising above the center, having windows extending completely around it. A 50-ton steam crane swings in this circle, having its mast in the center, and the end of the boom supported on a carriage which travels on the top of a heavy circular framework. A trolley moves back and forth on the boom. There are, also, two 10-ton cranes and one of five tons, two cupolas, one reverberatory furnace, four core ovens and two roll pits. The company employ 150 men, consume 50 tons of pig iron daily, and manufacture rolls, ingot molds and heavy castings. Their pattern house is 90x30 feet and two stories high. They have in their yard a derrick capable of lifting 50 tons and a power house for it.

Grain Elevators.—The visitor to Chicago will be surprised and interested by a visit to some of the great grain elevators of the city. [See Elevator Storage Capacity.] The greatest elevators in the world are to be found here, and they are more numerous than in any other city on earth. A few figures in relation to one of them will serve as a description for all. A grain elevator of the first-class costs about $500,000; 12,000,000 feet of lumber is consumed in its construction; the outside brick wall is sixteen inches thick; a fire wall, two feet thick, usually divides the building in the middle; the height is about 155 feet; length, 155 feet; as a protection against fire iron ladders run this entire height and on all floors there are electric push buttons communicating with annunciators in engine room, and in the latter department there is also a fire pump with a capacity equaling that of four steam fire engines. Two hundred barrels of water, each accompanied by a couple of iron pails, are scattered about over different floors, and twenty-two chemical fire extinguishers are placed at convenient stations throughout the structure; forty-five fire-plugs, to each of which is attached 1,000 feet of two and one-half inch rubber hose, together with fourteen fire alarm boxes, about complete the precautionary measures for combating the devouring element; the superintendent and chief engineer are located at opposite extremities of the bulky framework, the one in a separate brick office building, with an electric instrument within reach, by which he is enabled to converse with the heads of departments, and the other in a large two-story, fire-proof brick building, where he takes pleasure in showing visitors a little bottle of river water after it has been transmogrified in passing through the granite filter. Once every week a fire drill is ordered, the time of turning in an alarm for which is known only to the watchmen in charge. When the alarm is sounded every man takes his place, but no water is thrown. These drills demonstrate that the structure may be deluged with water in exactly seven seconds. It requires 100 employes to run a grain elevator; to move the ponderous machinery a 1,000 horse-power Compound Corliss engine is required, making fifty-six revolutions per minute without varying one revolution in a day's run. This is one of the most elaborately finished pieces of mechanism in existence, and was constructed at a cost of $50,000. The diameter of the drive-wheel is twenty feet, and that of the shaft eighteen inches. Crank bins fourteen inches in diameter and fourteen-inch steel pins are provided, the momentum of which adds impetus to the work of the engine. The main belt is of rubber, 200 feet in length and 5 feet in width. It is the largest bit of ribbon ever manufactured from any material by any firm for any purpose, requiring special machinery in its construction. The chimney of the elevator has a 14-foot base and an altitude of 154 feet.

The manner of handling the grain by these great warehouses is as follows: Upon leaving the cars the grain falls through an iron grating into the hopper beneath the floor, and is immediately carried by the elevator buckets up to the cupola, a distance of 155 feet. There it is discharged over the "heads" of the elevators into scale hoppers, twelve in number, each having a capacity of 2,000 bushels. The first, or receiving floor, is twenty feet in height. The second is called the bin floor. There are 379 bins, or, since a portion of them are divided into three partitions, 428 receptacles in all, each 66 feet in depth, and made to hold from 1,700 to 6,500 bushels, the latter figures representing the capacity of the 379 undivided cribs. Above this floor is the "spout," "turn-table," or "revolver" floor, as it is variously designated. Around each spout are grouped in a circle a dozen or more

VAN BUREN STREET PASSENGER STATION.

funnels. The spout revolves and readily connects with these funnels, and by having a number of these revolvers grain is distributed to any of the bins. Next is the scale floor, where twenty-eight large Fairbanks scales do the weighing, and then comes two shaft or machinery floors.

Arriving at the scale floor we find the car-loads of grain have been weighed and are being distributed by means of the revolvers into the different bins, according to the various grades. In a small office on the scale floor is a long blackboard lined off into squares and marked with the number of each bin. The grain is never moved without being first weighed, and this slate enables the weigher at a glance to tell what kind and how much grain he has on hand.

When it is desired to ship grain it is drawn from the bins into a hopper on the ground floor, taken up shipping elevators, twelve in number, and discharged into garners above the shipping scales, sixteen in number, and weighed by draughts of 500 bushels at a time, which are equal to 28,000 pounds. It is now run into a shipping bin, whence it is conveyed to the hold of a vessel, for which purpose there dangle from the side of the building sixteen dock spouts. If shipment by rail is desired, a separate track for that purpose enters the warehouse, and the cars are loaded in much the same manner as are vessels, with this exception, that as the grain enters the car it is thrown, by means of an improved bifurcated car loader, in opposite directions, so that both ends of the car are filled simultaneously. On the land side of the building is a long row of windows where wagons may be loaded.

The "marine leg" is worth describing. It is a device ninety feet in length, vertical, consisting of an endless belt in a movable leg, to which belt is attached buckets capable of carrying eighteen pounds each. The elevator is carried on guides, and will lift sixty feet, taking grain from the hold of the largest propeller at the rate of 10,000 bushels an hour. With the marine leg, vessels holding 50,000 bushels are unloaded in five hours.

Our elevators are supplied throughout with every known improvement for successfully conducting this branch of business. Facilities for handling hundreds of tons of grain by means of the elevators are complete. Either a single one or the entire twenty-eight elevators may be run or thrown out of gear at the will of the operators, and the stuff may be tossed about from the bottom to the top of the gigantic building and back again, or from one end of it to the other and return, without the loss of scarcely a berry. On September 25th last, the new propeller America, the greatest carrier on these waters, took her initial cargo, consisting of 95,000 bushels of corn, in one hour and twenty-five minutes.

Grant Locomotive Works.—Located at the corner of Sixteenth st. and Robinson ave. Take train at Grand Central depot, Fifth ave. and Harrison st., via the Chicago & Northern Pacific railroad. The works now under construction will cover forty acres and employ between 1,500 and 2,000 men. The product will be equal to the Pennsylvania Company's shops at Altoona, or about 250 complete locomotive engines per annum. The plant will cost about $1,000,000.

Great Western Locomotive Works.—Recently incorporated by Alfred Skinner, Hugh R. Walker and Thomas A. Wigham. Mr. Walker is a practical manufacturer, Mr. Skinner is a Board of Trade operator, and Mr. Wigham is an iron merchant. The financial backing of the enterprise is furnished by Chicago men. Capital stock, $1,000,000. It is to employ 2,000 men.

Griffin Wheel and Foundry Company.—The largest consumers of pig iron in Chicago, outside of the steel works, are the foundries. There are over 100 foundries in Chicago and its immediate vicinity, manufacturing car-wheels, machinery castings, car castings, stoves, architectural iron works, plumbers' supplies, pipe fittings, ice-making machines, hardware, etc. It would be an unnecessary task to enumerate all of these, hence a few representative establishments only will be described. Prominent among the large consumers of pig iron are the works of the Griffin Wheel and Foundry Company, located on California ave., between the Chicago, Milwaukee and St. Paul and the Chicago & North-Western railroad tracks. The main foundry building, which is a brick structure, is 200x378 feet, and has a capacity for the production of between 700 and 800 car-wheels daily. Adjoining this building is the machine shop, 75x150 feet, containing all the latest machinery and tools for fitting car-wheels for locomotives, cars, electric motors, etc.; also the company's special appliances for grinding and balancing car-wheels. They have ample ground, a complete system of narrow gauge tracks, elevators, etc., for the economical handling of material and ample switching facilities, enabling them to reach all roads entering Chicago. They employ between 200 and 300 men and consume yearly between 60,000 and 70,000 tons of iron, 10,000 to 15,000 tons of coke and several thousand tons of sand for moulding purposes. The output is confined wholly to car-wheels, making chilled iron wheels of every kind and variety.

Growth of Chicago's Grain Trade.—The first lake shipment of wheat from Chicago was made in 1839. In 1842 the shipments were 586,907 bushels. In 1855, after the opening of railroads to the East, the shipments of grain, two-thirds of which was wheat, amounted to 21,583,221 bushels. In the season of 1888–9 the quantity of flour and wheat received at Chicago was equivalent to 31,491,656 bushels; corn, 79,920,691 bushels; oats, 49,901,942 bushels; rye, 2,605,984 bushels; barley, 12,524,538 bushels, making a grand total of 183,563,208 bushels. There are twenty-seven grain elevators in the city with a total storage capacity of 29,175,000 bushels.

Hartington & King Perforating Company's Works.—Situated at 224 and 226 North Union st., make perforated metal sheets of standard and special designs for use in connection with mining machinery and for a variety of purposes. Their products are shipped to many foreign countries.

Hewitt Manufacturing Company's Works.—Situated at 21 Ontario st. The Hewitt Manufacturing Company are brass founders, manufacturers of self-fitting lead-lined journal bearings for railroad cars and locomotives, rolling-mill bearings, bells and heavy castings of all kinds of brass and special bronzes. The daily capacity of the works is 15,000 pounds; their annual output is about $3,000,000, and their annual sales aggregate $450,000. W. J. Watson is president, H. H. Hewitt is secretary and general manager, and W. F. Bates is treasurer.

Illinois Malleable Iron Company's Works.—Situated at Nos. 581 to 601 Diversey ave. They employ 225 hands, manufacture specialties for plumbers and gas-fitters, melt about fifteen tons of pig-iron daily, and have recently purchased eight and one-half acres of land with a view to largely increasing their manufacturing facilities.

Husche & Jurs.—Located at 105–115 Superior st., corner of Green. One of the largest manufactories of composition gold mouldings and picture frames in the country. This firm has been established for the past seven

years; however, some of its members are Chicago's pioneers in this line of business. They have shown a remarkable and substantial growth; from an enterprise that employed twenty-five men to an institution that to-day requires the services of 200 employes.

Illinois Steel Company.—In Chicago and its immediate vicinity there are nineteen coke blast furnaces completed or in course of erection. Of these seventeen are owned by the Illinois Steel Company, one by the Calumet Iron and Steel Company, and one by the Iroquois Furnace Company. The furnaces not completely finished comprise four which are being added to the South Chicago plant of the Illinois Steel Company, and one which is being built by the Iroquois Furnace Company, in the same locality. Engaged in the manufacture of steel, or rolling iron and steel into shapes of various forms, there are seventeen separate plants, of which four belong to the Illinois Steel Company. Included among these are five Bessemer Steel works, two Robert-Bessemer works, three open-hearth steel works, and one crucible works. The products of these steel works and rolling mills consist of steel rails, steel wire rods, merchant bar iron, steel tires, steel beams, splice bars, cut nails, railroad spikes, car axles, steel car-wheels, horse shoes, special shapes for agricultural implements and steel castings. The most important iron and steel works are those of the Illinois Steel Company. The Illinois Steel Company is a corporation formed by the consolidation of the North Chicago Rolling Mill Company, the Joliet Steel Company, and the Union Steel Company. The consolidation was effected May 1, 1889, and brought under one control and management five plants as follows: North Chicago Works, South Chicago Works and Milwaukee Works, of the North Chicago Rolling Mill Company; Joliet Steel Company's Works, at Joliet; Union Steel Company's Works, at Chicago. Other property, such as coal lands and coke ovens, etc., belonging to the separate companies was also included, the whole comprising a property which is capitalized at $50,000,000. The five plants of the company occupy over 500 acres of ground, and the coal lands consist of 4,500 acres, on which there are 1,150 coke ovens. The company own 1,500 cars used in the coke trade, and the internal transportation at the different plants requires the use of 500 cars and forty-two locomotives of standard gauge, besides seventeen narrow gauge locomotives hauling special trucks. There are sixty miles of standard gauge and seven miles of narrow gauge railroad in the yards. The output of finished product for the year ending June 30, 1890, was as follows: Rails, 539,603 gross tons; rods, 49,800 gross tons; bar iron and steel, 56,415 gross tons; billets, 29,295 gross tons; beams and channels, 5,161 gross tons; total, 680,274 gross tons. During four months of the year the largest rail mill of the company was undergoing reconstruction and did not contribute to the above product. The blast furnaces (fourteen in blast) produced during the same period the following: Pig iron, 614,240 gross tons; spiegel, 32,777 gross tons; total, 647,017 gross tons. The Bessemer works (four plants) with a total of nine vessels, of capacities from six to ten tons, produced: Ingots, 751,833 gross tons. The product handled in and shipped from the various works was thus: Pig iron and spiegel, 647,017 gross tons, Bessemer ingots, 751,833 gross tons; rails, 539,603 gross tons; billets, 81,585 gross tons; rods, 49,800 gross tons; bar iron and steel, 56,415 gross tons; beams and channels, 5,161 gross tons; total, 2,131,414 gross tons. In the manufacture of this product there was used in round numbers the following materials: Iron ore, 1,100,000 gross tons; coke, 700,000 gross tons; coal, 200,000 gross tons; total, 2,000,000 gross tons. About 10,000 men are employed in the mills of the company, and the pay-rolls for the year ending June 30, 1890, amounted to about $6,000,000.

It will be noticed that by far the greater part of the product of the Illinois Steel Company is in the form of rails, and in fact, until within a few years, it might be said that the only product of the several works now owned by the company took that form. All the works were originally built to make rails, and for many years the activity in that trade was such that no other product was thought of, but the increase in the demand for other forms of steel has made it necessary to diversify the product, and the company now makes billets, rods and beams, as well as miscellaneous bar iron and steel. A very large open-hearth steel works and plate mill are under way, and a mill for rolling all classes of structural steel will be built in the near future. To provide for the increased output and to make the company independent of outside sources for their supply of pig iron, four new blast furnaces of the largest size have recently been built and will shortly be blown in. When the additions and improvements now under way are completed, the plant of the company will comprise the following: 19 blast furnaces, 1,200,000 gross tons; 4 Bessemer works, 1,100,000 gross tons; 1 open-hearth works, 75,000 gross tons; 4 rail mills, 850,000 gross tons; 2 billet mills, 100,000 gross tons; 1 rod mill, 60,000 gross tons; 1 structural mill, 80,000 gross tons; 1 plate mill, 60,000 gross tons; 1 merchant mill, 75,000 gross tons; total annual capacity, 3,600,000 gross tons.

Three of the plants of the company are located within the corporate limits of the city of Chicago—the North Works, the South Works and the Union Works. One is at Milwaukee, Wis., ninety miles north of Chicago, and one is at Joliet, Ill., forty miles southwest of Chicago. All the works are connected by telegraph and telephone service with the central office in Chicago, and with each other. The following description of each of the plants is necessarily brief, and it will be understood that many details of possible technical interest are omitted.

North Chicago Works.—Situated on the North branch of the Chicago river, in the northwestern part of the city. Take Chicago & North-Western train at Wells Street depot, Wells and Kinzie sts., to Clybourn Station, or Chicago, Milwaukee & St. Paul train at Union depot, to Works; or Clybourn avenue street cars. This is the oldest of the plants of the company, having been started in 1857 as a mill for re-rolling iron rails. The manufacture of iron has long been discontinued, and the product at present is steel rails, beams and slabs. The plant consists of two blast furnaces, 16 feet by 65 feet, one of which is making spiegel; a Bessemer plant, with two six-ton vessels; a thirty-inch three-high blooming mill, and a twenty-three-inch three-high mill, which is used for rolling rails and beams. The furnaces were built in 1869, and were originally equipped with pipe stoves, which, within two years, have been replaced by fire-brick stoves of the Gordon and Massick & Crookes type. Ore for these furnaces is brought by vessel and by rail from the Lake Superior mines, and delivered close to the furnaces. The product is chiefly Bessemer iron, but a good deal of spiegel is made from native and foreign ores. All the iron is run into pigs, as the Bessemer plant is not fitted to use direct metal. The Bessemer plant was built in 1872, on the designs of A. L. Holley, and consists of two six-ton vessels, five cupolas for re-melting pig iron, three spiegel cupolas, a ladle crane, and three ingot cranes, all arranged on the Holley, or American plan, two horizontal blowing engines, hydraulic pumps, etc. At the time of its construction this was the most completely equipped Bessemer works in America, and, for a plant of its relatively small size, has done remarkably good work. Very few changes have been

made in the machinery and equipment, and it is now somewhat antiquated, but still capable of giving a good account of itself. Ingots (three-rail) are heated in coal furnaces, bloomed and cut to single rail lengths, as the mill arrangements will not permit the rolling of longer lengths. The blooms are re-heated in coal furnaces. The rail mill rolls the usual patterns of rails and beams up to fifteen inches depth. Pieces are handled at the rail train with hooks and tongs in the old-fashioned way, and it may be noted that this is the only mill of the company where this is now done. Some historical interest attaches to these works from the fact that in the old rail mill the first steel rails made in America were rolled May 24, 1865, from blooms made at the experimental Bessemer Works, at Wyandotte, Mich.

South Chicago Works.—This is the largest of the company's works, and is situated on the shore of Lake Michigan, twelve miles south from the Court-house. Take Illinois Central train, foot of Randolph, Van Buren, Sixteenth or Twenty-second streets, for South Chicago. The facilities for receipt and shipment of material, both by vessel and rail, are excellent. The largest steamers plying on the lakes bring ore to the docks, and three railroad lines come into the yard, furnishing connection with the entire railroad system of Chicago. The site of this plant was in 1880 a sand beach, barely above the level of the lake. In that year the erection of four blast furnaces was begun, and in 1881 ground was broken for the Bessemer and rail mills. The plant now in operation consists of four furnaces, 21x75 feet; a Bessemer plant with three 10-ton vessels; a 40-inch 3-high blooming mill; a 27-inch 3-high rail train, and all facilities for handling a large output of rails, which at present is the only product. Four more blast furnaces, 21x85 feet, are ready to blow in; an open hearth steel plant and plate mill are under way, and a new harbor, 200 feet wide by 2,500 feet long, has been built for the accommodation of vessels bringing ore to the docks. The four blast furnaces now at work, and furnishing about 800 tons of metal per day, have 12 Whitewell stoves, eight blowing engines, and an excellent equipment in every respect The metal from them is used direct in the Bessemer works, to which it is conveyed in ladles up an inclined track. Ore for these furnaces is received almost entirely by water, and vessels are unloaded into an ore-yard back of the furnaces covering 300x1,200 feet. The machinery for discharging vessels is exceptionally rapid in its operation, and vessels can be unloaded at the rate of 250 to 300 tons per hour. The Bessemer works began operation in June, 1882. There are three 10-ton vessels working to one casting pit, three ladle cranes, four ingot cranes, two horizontal blowing engines, pressure pumps, etc. Four spiegel cupolas and two iron cupolas for remelting pig, occupy separate houses on opposite sides of the converting building. The ladles with iron and spiegel pass in front of the vessels. A large building in the rear of the vessels is devoted to making bottoms, lining ladles, etc. The vessels are made with removable shells on Holley's plan, with a powerful hydraulic lift under each for handling the shells and changing bottoms. A new blowing engine and boilers are being added to this plant, the intention being to insure a large output. The largest twenty-four hours' work of this plant to date has been 1,400 tons of ingots. The steel is cast into ingots sixteen inches square and making six rails each. The ingots are taken from the pit and conveyed in an upright position to the soaking pits (which are not Gjers' pits, but holes containing eight or ten ingots, fired with gas passing through regenerators), and after heating are taken to the blooming train. Here an ingot is reduced in nine passes to a bloom eight inches square, which is cut into two blooms,

each making three rails. Ordinarily these blooms are rolled direct to rails, but a furnace is provided for reheating any that are too cold to roll. The rail train is in two parts (each driven by a separate engine), placed parallel to each other and 80 feet apart. The bloom after roughing (five passes) in the first train goes to the second in which it makes four passes and then returns to the first train, where it is finished to a rail in four passes. This train replaces a 26-inch 2-high reversing mill, put down in 1882, and the arrangement of the train in two parts was made necessary by the limitation of the size of the building in which the old train stood. The rail then passes to the saws and hotbed, and to a very complete finishing house where it is straightened, drilled, inspected and loaded on cars. The completion of the new furnaces, the open-hearth plant and the plate mill, will make these works the largest establishment in the country. In anticipation of this the company have erected a fine office building and a laboratory, which is the largest and best of its kind. Nearly all the ore for the supply of fifteen furnaces is unloaded at the docks of this plant, and a large part of it sent by rail to the Joliet and Union Works. To provide for this immense business, which must be done in seven months of the year, the new harbor and ore-handling machinery have been put in, and it is expected that shortly 5,000 tons of ore will be handled per day on the new dock. An interesting detail of this plant is the use of crude petroleum for firing boilers. The oil is delivered to the works by a pipe connecting with the main pipe from Lima, Ohio, 208 miles distant.

Milwaukee Works.—This plant is situated on the shore of Lake Michigan at Bay View, a suburb of Milwaukee, Wis., and occupies a very fine site, with ample room for extension. Take Chicago & North-Western train at Wells Street depot, Wells and Kinzie streets, or Chicago, Milwaukee & St. Paul train at Union depot, Canal and Adams streets. This is the only works of the Illinois Steel Company where manufactured iron is produced, the other plants being devoted to steel. It was built for a rail mill in 1868, and enlarged and adapted to merchant iron work in 1874 and 1884. The product is now miscellaneous bar iron and steel, fish-plates, light rails and nails. There are two blast furnaces, 17x66 feet, built in 1870, and lately remodeled and equipped with fire-brick stoves. The product is mostly forge and foundry iron and some Bessemer iron. Ores are brought from the Lake Superior mines and from an interesting deposit at Iron Ridge in Wisconsin. This latter ore is a red oolite, with 55 per cent. iron and over 1 per cent. phosphorus, is cheaply mined and makes a pig very suitable for the base Bessemer process. The mills are provided with eight trains of rolls, from eight inches up to twenty-two inches in size, puddling and heating furnaces, both coal and gas fired, producers, etc., and machinery well-adapted to the class of work turned out. There is a well appointed nail factory with 100 nail-cutting machines. This plant will probably continue to produce manufactured iron, but the increase in the demand for steel products, now rolled from steel made at other plants, will soon necessitate the erection of a steel works to make basic ingots.

Union Works.—This plant is located in the southwestern part of the City of Chicago, on the south branch of the river. Originally built as an iron rail mill in 1863, a Bessemer plant was afterwards added, in which, on July 26, 1871, the first Bessemer steel produced in Chicago was made. Blast furnaces were later erected, as also plate and bar mills, a rod-mill and a wire-drawing plant. In 1884 the property came into the hands of the Union Steel

Company, and was thoroughly remodeled, a large part of the machinery and buildings being removed and replaced by modern appliances. The product at present is entirely rails. There are four blast furnaces, two 14 by 72 feet, and two 16 by 75 feet, supplied with an excellent equipment and doing very good work. The metal is run into pigs, as the Bessemer work does not use direct metal. In the Bessemer plant there are two 10-ton vessels working to one pit, five iron cupolas, four spiegel cupolas, two ladle cranes, four ingot cranes, three blowing engines, the necessary hydraulic pumps, etc. This plant made its first blow May 31, 1886, and enjoys the distinction of having made the largest product with two vessels of any plant in America. During the year ending the 30th of June 1890, 318,000 tons of ingots were turned out; the largest month's output was 36,200 tons, and the largest twenty-four hours' output was 1,639 tons. Ingots 15-inches square are cast, making four rails each, and are heated in soaking pits fired with gas, and rolled in a 36-inch 3-high blooming mill to blooms 7½ inches square and cut to 2-rail lengths. These are then rolled without reheating in a 25-inch 3-high train, provided with tables for handling the rails at the rolls. This train is driven by one engine and has rolled 1,312 tons of rails in twenty-four hours, 28,490 tons in a month and 260,000 tons in the year ending June 30, 1890. A separate finishing house provides ample facilities for handling and shipping a large product. Rails from 50 to 90 pounds per yard are rolled in this mill. The steam fuel used at this plant is crude petroleum, which is delivered in tank cars and pumped to the several departments. The railroad connections to the Union Works are ample, but the yards are somewhat crowded, owing to the situation in a thickly built part of the city. Ore was formerly received by vessels, but now comes by rail from the South Works, where it can be more cheaply and quickly handled.

Joliet Works.—This works was started as an iron mill in 1870, and a Bessemer works and steel rail mill on Holley's designs were added in 1873. Two blast furnaces were built in 1873, the Bessemer and rail mill were remodeled in 1885, a Garrett rod mill was put down in 1888, and a third blast furnace was completed in 1890. The product is now rails, billets and rods. Although ores for this plant have to be transported by rail from Chicago or the mines, there is yet a considerable advantage in the location of the works, and one which determined the original installation, namely, the ample and cheap supply of coal for steam and heating purposes, which is obtained from the Illinois coal fields, at no great distance from the works. The railroad connections are very good. The blast furnaces are 20 feet by 80 feet, and are furnished with fire-brick stoves of the Gordon, Cowper and Massick & Crookes type; Their product is Bessemer metal exclusively, which is used direct in the Bessemer works, to which it is conveyed in ladles, up an incline, crossing two main lines of railroad by an overhead bridge. The Bessemer plant contains two 8-ton vessels, cupolas for remelting pig to supplement the direct metal from furnaces, spiegel, cupolas, hydraulic cranes, blowing engines, etc., all of good and modern types. A great deal of special low carbon steel is made for billets, etc., besides the usual rail steel. The rail mill comprises gas and coal-fired furnaces, a 36-inch 3-high blooming train, and a 24-inch rail train in two parts, each driven by a separate engine. The rail train is fed by an ingenious arrangement of troughs and tables, which is also used in the rolling of billets, which are made in the same train. After leaving the train the billets are cut to lengths by a hydraulic shear which works with great rapidity, and dropped under a conveyor consisting

of a chain of rollers kept in motion by an engine. The billets thus travel at twice the speed of the rollers, and are carried several hundred yards to the rod mill, where they are automatically dumped in piles. Some 350 tons of 4-inch billets have been rolled and conveyed in twelve hours. The rod mill is of the most modern Garrett type, and is turning out a large product, over 5,000 tons of No. 5 rod having been rolled in a single month. There are two engines driving the sections of the train, and the mechanical details, including the reels, are of the first class. Very complete offices are accommodated in a handsome building of the limestone for which Joliet is famous, and an interesting and uncommon feature is the Athenæum, a very completely appointed club house and library for the accommodation of the employes. This institution was built by the Joliet Steel Company before the consolidation, and affords to every employe, at a merely nominal charge, the advantages and conveniences of a first-class library and club.

John H. Bass Car-wheel Works.—Situated at Clark and Forty-seventh sts., on the Chicago, Rock Island & Pacific railroad. The main foundry building is 100x174 feet, and its daily capacity is 192 car wheels and ninety tons of other castings, which make an aggregate capacity of 150 tons. These works employ 400 men. The Chicago works form only a small part of Mr. Bass' iron-manufacturing enterprises. His Fort Wayne works, at Fort Wayne, Ind., 148 miles from Chicago, cover between twenty-five and thirty acres. The daily wheel capacity of the foundry is 700 car wheels. The total daily capacity of the foundry is 300 tons of car wheels and other castings. Other departments embraced in this plant are machine, boiler forge and millwright shops, all of which are in full operation. The Fort Wayne Iron Works, also owned by the same gentleman, comprise large foundry and machine shops. The total force of hands employed by him in Fort Wayne numbers about 1,500. At St. Louis, Mo., is still another plant, consisting of one foundry, 80x475 feet, and a second, 60x250 feet, having a daily capacity of 200 car wheels. The foundry capacity besides car wheels is 100 tons daily of general castings, or 175 tons in the aggregate. A machine shop is operated in connection with these foundries. The St. Louis works employ from 400 to 500 men. Mr. Bass also owns an iron property consisting of 18,000 acres in Alabama, on which he operates a charcoal blast-furnace, manufacturing a large portion of wheel-iron. Other local manufacturers of cast-iron car wheels are the Union Foundry and Pullman Car-wheel Works, the Chicago Car-wheel Company, the Barnum-Richardson Manufacturing Company, the C. A. Treat Manufacturing Company, the Wells & French Company, and the United States Rolling Stock Company.

Joseph Klicka.—Located at 114–116 South Jefferson st. Established 1877. A great room and picture-frame molding manufactory. Employs about 100 hands, and supplies dealers in nearly every State and Territory in the country. The mill is handsomely fitted up with ingenious machinery and is worthy of a visit.

Kearns & Orme.—Located at 52 Michigan street. Manufacturers of the celebrated Kearns' Pop Safety Valve, the most sensitive, effective and durable safety valve made. These valves are made of the best material and workmanship and under the direct supervision of skilled mechanics, thereby guarding against all ordinary defects of construction. They have a world-wide celebrity.

WEST MADISON STREET—SHOWING HAYMARKET BLOCK.

Kurz Bros. & Buhrer.—Located at 822, 824, 826, 828 and 830 Austin avenue. Manufacturers of light gray iron castings. The buildings cover 120 by 300 feet; capacity, 15 tons per day. There are 120 men employed. All kinds of agricultural, architectural and hardware castings are turned out here, and, besides, a large business is done in japanning and galvanizing.

Lake Side Nail Company.—Situated at Hammond, Indiana. Take train at Van Buren Street depot, Van Buren and Sherman sts., or at Dearborn Station, Fourth ave. and Polk st. This company manufactures steel cut-nails exclusively. Their plant consists of two 3-ton Bessemer converters, four Smith gas-heating furnaces, two trains of 22-inch rolls, and 101 nail machines.

Lemont Stone Quarries.—When the County of Cook built the "old original Court-house" in 1851 and '52, it was decided by the people and the wise rulers of the county that there was no suitable stone material in the vicinity of Chicago for the purposes of permanent building. After looking the country over it was decided that Lockport, N. Y., furnished the most desirable and conveniently accessible material, and the stone for this building and the wall around it was actually transported over 500 miles. But the building growth of Chicago was not to be retarded for the want of durable and accessible cheap building material, and certain of her enterprising citizens, who had been connected, or were familiar, with the construction of the Illinois & Michigan canal, notably among whom being A. S. Sherman and Mr. H. M. Singer, still of this city, concluded to open up the deposits of stone at Lemont, which the cutting through of the canal had developed. From these small beginnings has grown up one of the largest, most important and prosperous industries of the city. These quarries have not only contributed largely to the material growth of the city by furnishing an accessible building stone for all purposes, from the foundation stone to the roof coping, besides flagging, curbing and rubble stone for sidewalk and street improvement, but coarser material for rip rap, from which the Government, the Illinois Central Railroad and all other breakwater works in this vicinity have drawn their supplies. The business increased to such an extent that in 1889 there were 7 large concerns engaged in quarrying and supplying stone for Chicago and the surrounding markets at Lemont, besides some 18 other companies at Joliet engaged to a greater or less extent in the same business. In October of that year a number of Chicago capitalists and business men conceived the idea of forming one large company which would concentrate the management of a number of these companies, thereby reducing the running expenses to a minimum degree, and by centralizing the business and management be enabled to attend to the wants of the trade with more promptness and dispatch and securing better results for the outlay of their capital and the exhausting of the quarries, which for various causes had been largely interfered with by unscrupulous competition and all its attending evils. So the Western Stone Company was formed, and acquired by purchase the property of six of the large concerns at Lemont and Lockport, and is now actively engaged in operating all of the quarries, manufacturing and dressing all kinds of machine-dressed and mill-work limestone. The company owns 26 canal boats, seven steam canal barges and two steam tugs used in the transportation of their products from the quarries to Chicago, besides shipping extensively by rail. They operate 10 steam stone planners and 17 gangs of saws in manufacturing flagging and sawing stone. With a practically inexhaustible supply of stone of convenient and easy access to Chicago by

canal and rail, she is to be congratulated that no fear of a famine in stone building material can ever retard her growth.

Link-Belt Machine Company's Works.—Situated at Thirty-ninth street and Stewart avenue, the junction of the Pittsburgh, Fort Wayne & Chicago railroad and the Stock Yards tracks. The Link-Belt Machinery Company manufacture approved appliance for handling any material in bulk or package, also special transmission machinery. The main factory is 410 feet long by 125 feet wide, three stories in height, and is equipped with all the latest improved machinery, The foundry is 288 feet long by 88 feet wide, and has a cupola capacity of 40 to 50 tons per day. Employment is given to about 350 hands. The company have furnished some of the largest anthracite coal roads in the East with appliances for speedily handling coal at terminal points, furnished warehouses with specially designed elevators for handling barrels and other packages, and introduced rope transmission of power to cover long distances and to meet all kinds of special requirements.

Lumber District.—Situated in the southwestern part of the city, from five and a half to seven miles from the City Hall, along the south branch of the Chicago river. It may be reached by Canalport ave., Blue Island ave. or South Halsted st. cars. It extends from the south branch west beyond Western ave., and practically occupies all of the southern part of the territory covered by Western ave., Oakley ave., Leavitt st., Hoyne ave., Robey st., Lincoln st., Honore st., Wood st., Paulina st., Ashland ave., Charlton st. and Loomis st. Here the visitor will find mile after mile of lumber yards laid out into streets and alleys, where thousands of men are constantly employed in "shoving" the boards as they are received from vessels in the river, or in loading them on to long lines of freight cars. Here, too, are to be seen some of the greatest sash, door, blind and planing mills in the world. The lumber district is a district all to itself. Foreign labor of all kinds is employed here, but the Bohemians are in the majority. In the lumber season it is interesting to watch the unloading of vessels, to see how rapidly a cargo is discharged, and to notice with what skill the boards are piled in the yards. A number of serious riots have occurred from time to time in the "lumber district," the result of labor strikes. Of late, however, the laborers have quieted down. Building associations have grown up among them; many own their own homes, and the conservatism which everywhere follows the possession of property is felt here. [For information concerning lumber trade of Chicago, see page 41.]

L. Wolff Manufacturing Company's Works.—The L. Wolff Manufacturing Company have a large plant at Lake and Jefferson streets, and also have an iron foundry at Hoyne and Carroll avenues. The foundry is of peculiar construction, having the molding room in the second story.

M. C. Bullock's Manufacturing Company's Works.—Situated at 1170 W. Lake st. Take W. Lake st. cars. The M. C. Bullock Manufacturing Company's Works occupy at present a three-story brick building, L-shaped, with one side 60x165 feet and the other 55x66 feet, making a total floor space of 40,590 square feet. They contemplate additions in the near future of a foundry, 100x126 feet; an erecting shop, 122x126 feet, and a boiler shop, 80x126 feet. Ground has been broken for a smith shop 57x69 and 24x47 feet. The hands employed during the past year have ranged from 175 to 225 men and the plant has latterly been operated all night to catch up with orders. The products consist of diamond-pointed rock drills, for prospecting and develop-

ing mineral lands, Lane's patent band friction hoisting machinery, rope haulage machinery, Corliss and slide valve engines, Murphy Champion ventilators for mines and buildings, Cornish pumping plants, air compressors, ice and refrigerator machinery, etc.

McCormick Harvesting Machine Company.—Cyrus H. McCormick, president; Eldridge M. Fowler, vice-president; E. K. Butler, general manager. Offices, 212 Market street; works, four miles southwest on the south branch of the Chicago river, at the corner of Western and Blue Island avenues, accessible from the business center of the city via Blue Island avenue street-car line. The signal of the great success attained by this company was sounded when the click of the first McCormick reaper re-echoed from the hillsides of Old Virginia in 1831. The scale since then has ever been an ascending one, and each new year succeeds the old to find the McCormick a full giant's stride in advance of the position it occupied when the last preceding record was made up. Comparisons need not be given here to show this steady progress upward and onward, but in a general way may we speak of the McCormick works as they are to-day. Upon approaching the locality of which they are the conspicuous center their magnitude is at once apparent, and in wondrous contemplation we view the scene—the spacious yards—the multiplicity of substantial manufacturing buildings—the long line of warehouses—the McCormick railroad engine, plying back and forth over the miles of track within the enclosure of the works—the expanse of dock frontage, where the largest lake vessels are constantly loading and unloading their cargoes at the very doors of the works—added to this the busy buzz and hum and whirr of tireless machinery, the clanging of steel and iron, the industrial music of a thousand hammers in veritable "anvil chorus,' the never-ending "thud, thump and thud" of imported raw material as it is unloaded from car or steamer, and its equally continuous counterpart in acoustics resultant from the inversion of the process whereby the completed machines are consigned to other cars and other steamers, outward bound for other shores, carrying the McCormick to all parts of the world—to every clime whose summer sun ripens golden grain. All this it may well be imagined prepares one, before entering the works proper, to accept the truthfulness of the assertion, oft reiterated and never disputed, that the McCormick works annually produce more grain and grass cutting machines than any other establishment in the world.

On a tour of inspection through the works what we do we see and learn? Briefly, that the floor space utilized in the various departments aggregates more than thirty-seven acres—that two thousand skilled mechanics are employed in moulding and fashioning the individual parts of machinery for their final splendid consolidation in the McCormick harvesters, reapers and mowers—that in the prosecution of this work there were consumed during the year ending August 1, 1890, 16,800 tons of special bar iron and steel, 2,200 tons of sheet steel, and 19,000 tons of castings, besides over 7,000,000 feet of lumber, used chiefly in boxing or crating machines for shipment. Very little wood, be it remembered, enters into the construction of the McCormick product—none in fact, save that used in the tongue and possibly one or two minor parts—a portion so small that the McCormick harvesters and mowers are rightly termed "machines of steel." In further elaboration of the above figures the company's books show that 10,782 cars of freight were handled by them last season, and that the number of machines sold reached the amazing total of 105,468! Think of it! Even in this day of gigantic

achievement the manufacture and sale, by a single establishment, of one hundred and five thousand, four hundred and sixty-eight machines for cutting grass and reaping and binding grain, during the briefly-passing period of a twelve-month, is a wonderful performance. Had this great number reference merely to such implements as the old-time hand-sickle and scythe, it would still be no small feat; but when it is remembered that these are all modern machines, to be drawn by horses, and that their weight is from 650 to 1,300 pounds, the fact is most stupenduously presented; but, being a fact, must so stand on the pages of recorded history. To facilitate the handling of this enormous output, the McCormick Works are most admirably equipped, there being covered sheds from the warehouses, from which fifty cars can be loaded and dispatched in a single day. This seems like a large number, but when it is considered that two days will suffice to manufacture these fifty carloads, that they should be loaded and shipped in one day is not a great achievement. For many months of the year the busy artisans of these great works succeed in turning out a complete machine during every minute of every hour of every day. The running of an establishment to this seemingly incredible capacity is possible only as the result of a system—a system the knowledge of whose details must challenge the admiration of man. In short, so thoroughly systematized are all departments, and so felicitous are the operations of the specially-designed machinery used, that the managers are confident that in no manufacturing establishment in the world is material worked into completed forms so cheaply and so expeditiously as in the works of the McCormick Harvesting Machine Company.

One of the curiosities in the possession of the McCormick Company is a time-worn and weather-beaten specimen of the original reaper, as invented by the late Cyrus H. McCormick—the first practical machine that ever entered a harvest field, and the admitted "type and pattern after which all others are modeled." Indisputably at the head of its class, manufacturing more than one-third of the world's entire output of grain and grass-cutting machines, a detailed showing of the vast annual product of this gigantic institution and a recapitulation of its wide-spread business interests, would be an undertaking beyond the scope of this volume; embracing, as it necessarily would, a compilation of facts and figures of such magnitude, of such stupendous proportion, as to well-nigh establish an abiding faith in the mystic magic of the genii of old, and to tear the veil of skepticism from the wildest prophecies of the seer of to-day. What has here been touched upon must be accepted only as an intimation of the actuality.

Morden Frog and Crossing Works.—Situated at South Chicago. Take Illinois Central train, foot of Randolph st. The Morden Frog and Crossing Works were incorporated in August, 1882, with an authorized capital stock of $500,000. They are manufacturers of frogs, crossings, split-switches, switch-stands and fixtures, spring-rail frogs of improved patterns, stub-switch tie-bars, patent guard rail-clamps, combination-slip and three-throw split-switches worked from one stand, Morden's patents, including the Childs and Latimer safety railroad bridge guard, and railroad track supplies in general. Their works occupy five and one-eighth acres of ground, having 550 feet of track frontage on the Belt railroad. The buildings are substantially built of brick, and 275 men are now employed in the works. The Morden track material is in use on 190 railroads in the United States, representing 78,000 miles of track, divided as follows: 29,040 stiff-rail track frogs, 2,045 spring-rail track frogs, 2,240 railroad track crossings, 11,050 Clarke and Jeffrey

split-switches, 104 combination slip-switches, 10,750 switch-stands and connecting rods, 7,930 guard rails, bent, with clamps attached; 8,615 wrought-iron head chairs, and 16,505 stub-switch tie bars. The Morden material is manufactured by special machinery, and the steel rail is not heated, thus preserving its original quality.

National Forge and Iron Company's Works.—Situated at East Chicago, Indiana, about twenty-three miles from the City Hall. The rolling mill contains three trains of rolls—ten-inch guide mill, eighteen-inch bar mill, and eighteen inch muck mill, with an additional muck mill in course of construction. The forge contains two vertical steam hammers—an 8,000-pound hammer for car axles, and a 1,500-pound hammer for shape work. The daily product, double turn, is 100 tons of finished bar iron, ninety-five car axles, and 12,000 pounds of shape work. The daily consumption of scrap iron is 135 tons. The number of men employed is 575.

New Stock Yards.—The Chicago and Calumet Stock Yards Company was organized toward the close of 1890, the promoters of the enterprise being Messrs. Swift, Armour and Morris, the packers. The articles of incorporation provide for the construction of the necessary plants, yards, railway lines and water-works for the carrying on of a general stock yards and packing business. These stock yards are to be located on land bordering on Lake Michigan and the Grand Calumet river, in Lake county, Indiana, with an area of 3,630.86 acres, purchased at a cost of $650,478.90. The first improvement will be the cutting of a canal from the Calumet river to the lake on the line between sections 34 and 35. This will be made a navigable, private waterway, one-third of a mile long and 100 feet wide. Coincident with this will be the widening and deepening of the river to provide provisions for private dockage for lake craft on lake, canal and river. To protect the harbor thus to be formed, a pier will be run out from the embouchure of the canal on the lake. This will be a substantial improvement. The mouth of the canal will be made wide enough to provide a harbor easy of access to lake craft, not only when the needs of commerce demand, but when stress of weather prevails. The importance of a safe harbor at this point is manifest, when it is remembered that Indiana has only one harbor on Lake Michigan—that of Michigan City, and the loss by wreckage on the coast is enormous. When the time comes that Chicago will trade with Liverpool direct, as the enhancing of St. Lawrence River facilities will make possible, this harbor will undoubtedly grow to the importance of a sea port of high grade.

A large town site will be established in about the center of the tract. This will be of sufficient size to accommodate the thousands of workmen whose homes will be transferred to the Indiana location. Within five years it is estimated that the population of this district will be 150,000. This is not an overestimate, but is a wrong method of stating the case. It would be more proper to state than Chicago extends her actual, if not her legal, bounds ten miles outside her bounds and within those of Indiana. A comprehensive system of water works will be established. This will include a water tunnel extending two miles in the lake, a water tower, reservoirs, pumping appliances with a system of mains that will cover the entire tract with a network of pipes. Present transportation facilities will be increased by the extension of the Calumet Terminal and Western Indiana railroads to the track. The entire plant of the Swift, Morris and Armour houses will be moved from the Stock Yards to the newly acquired territory. What this means is apparent to

all who are acquainted with the business of the city. In brief it implies the transferral of business interests involving transactions of at least $160 000,000 per year. The business of Armour & Co. last year was $65,000,000. The two other firms will add enough to this to make the total of $160,000,000, without considering those who will enter into the combination later on.

Railroad connections even now are almost perfect. In addition to roads enumerated by an extension from Griffith, five miles southwest, the Grand Trunk, Atlantic and Pacific, Joliet Cut Off or Northern Indiana, the Panhandle and Elgin, Joliet and Southwestern roads can run trains into Tolleston without touching Chicago, and five hours ahead of time to the Stock Yards. By connections formed with the Belt Line easy access with the Stickney transfer system or railroad clearing-house will be obtained. The change from the present stock yards to the new will assist the packers by saving five hours to and from the West, Southwest, South, and East. It remains to be shown how the change will be beneficial in other respects. The Swift Company now pay $120,000 per year for the water it uses. This is 5 per cent. on $2,400,000. This sum would pay for the land, dredge the river, cut the canal and build a water tunnel into the lake to supply ten times the water it, as capital, now produces.

This, it should be understood, is a secession movement, on the part of Swift, Armour and Morris, and the other packers resent it, claiming that the packing business of the city will be greatly changed by the split.

In the meantime the old stock yards will probably be abandoned for the new site at Stickney. This site is six miles southwest of the present location and is in the southeast corner of the township of Lyons. The 540 acres inclosed by the circular tracks will be used for pens and chutes, packing houses, hotel, exchange buildings, etc. Enough land outside of the circle is available to give the packers a total of 2,000 acres if they ever spread over that much ground. The distribution of freight to various roads whose yards open into the circle can be accomplished, it is said, at a cost of only 10 cents a ton, which is 40 cents less than the present rate, and besides this a delay of twenty-four to sixty hours is obviated. It is claimed that all Chicago switching for one day could be accomplished in half an hour under the union transfer system. The packers would save $375,000,000 annually in switching charges, and a car could be taken in and out again for 25 cents instead of the present invariable $4. A train coming in from any one of the twenty yards could go around the circle and do the necessary switching and then run out on its own tracks. It is claimed that taxes and insurance rates would be greatly decreased, and that a water-works system could be operated at a reasonable cost. The probabilities are that Chicago in the future will have two great stock yards and packing centers, but neither will be in operation until late in 1892.

Norton Brothers' Works.—Situated at Maywood. Take train at Wells Street depot, Wells and Kinzie streets. These works manufacture tin cans for packing fruit, vegetables, etc. Automatic machinery, the invention of Edwin Norton, shapes the tinplate for can bodies, forms and solders them, attaches top and bottom, tests them for leakages, counts them and afterwards delivers them in the warehouse or in cars for shipping. The devices here used are of a most ingenious character, and almost entirely dispense with hand labor. A machine, also invented by Edwin Norton, is in use in this establishment for rolling molten solder directly into sheets. The Norton Fluid Metal Rolling Company have been sufficiently successful in adapting

this process to the production of sheet steel to warrant them in building a plant for regular work. This is now in course of erection and is intended to produce sheet steel for the manufacture of tinplate of which Norton Brothers are the largest consumers in the world, being interested in can factories, working under their automatic system, at New York, San Francisco and Hamilton, Canada, the combined capacity of which is a daily production of 800,000 cans for fruits, vegetables, oysters, etc. As showing the capacity of this firm to handle vast quantities of cans and to supply other sections in case of a dearth of cans, such as occurred this season in the East, it may be stated that they loaded into cars and shipped during one week in 1890 over 2,500,000 cans, shipping two trains of about thirty cars each to Baltimore, at the same time handling their regular Western trade.

Oleomargarine Manufacture.—The total amount of oleomargarine product in the United States in 1890 was 32,324,000 pounds, as against 35,664,000 pounds of the previous year The total amount of revenue collected in Chicago on the manufacture of oleomargarine was $415,315. It is interesting to know that there are only twenty-two manufactories of oleomargarine in the United States, of which six are in Illinois, four in Connecticut, two each in Kansas, Missouri and Ohio; three in Pennsylvania and one each in Colorado, Indiana and Massachusetts.

Peter Schuttler Wagon Works.—Situated at Clinton and Monroe sts., just west of the river. Take Madison or Adams street car. The Peter Schuttler Wagon Works, of which Schuttler & Hotz are proprietors, were established in 1843 by Peter Schuttler, Sr., who died in 1864. The works were burned in the great fire of 1871, but plans were laid for a larger factory before the ruins were cold, and the buildings were completed by the following spring. Soon afterward the firm added the hub and spoke factory occupying the two blocks between Sebor and Mather sts., from Beach st. to the south branch of the Chicago river. The total area occupied by the works amounts to more than ten acres, and over 400 men are employed. The capacity of the works is 12,000 wagons per year, but in these days of ready-made wagon parts this does not sufficiently express the volume of work that is done by this concern. Messrs. Schuttler & Hotz are perhaps the only manufacturers in this line who buy the raw material alone and manufacture their own hubs, spokes, felloes, bolts, and, in short, everything that goes to make up the complete vehicle, requiring 4,000,000 feet of lumber and 20,000 tons of iron per year to keep the works busy. The Schuttler wagon was one of the greatest civilizing influences felt in the great West. It blazed the way across the plains long before the whistle of the locomotive was heard. To-day the traveler in the far West, between the Missouri river and the Pacific ocean, can scarcely find a settlement or a ranch where Peter Schuttler's celebrated wagons are not in use.

Pettibone, Mulliken & Company's Works.—Situated on four acres of ground, occupying the block bounded by Hawthorne ave., Eastman, Dayton and Rees sts., having 450 feet front on the Chicago, Milwaukee & St. Paul railroad. Pettibone, Mulliken & Company are manufacturers of steel-rail frogs and crossings, split-switches, combination slip-switches, switch stands, head chairs, tie-bars, Alkins forged steel rail-braces, Jenne track-jacks, Union track-drills, Perfection track-drills, Roller rail-benders, and Union counter balance hoists for ore docks. They have a capital of $300,000. The buildings are of substantial character, built of brick, and cover nearly two-thirds of the property. All frogs, crossings and split-switches are worked

cold. All parts of the various appliances turned out are made to temper, are interchangeable, and are manufactured by special machinery. The Union counterbalance hoists for ore docks are the latest improved appliances for raising chutes on ore docks. This hoist has been placed on three large docks in this city. The specialties manufactured, such as the Jenne track-jack, the Roller rail-bender, the Union and Perfection track-drills, and the Alkins forged steel rail-brace, are used on nearly every railroad in the United States and many foreign roads. The Jenne track-jack was the first friction track-jack put on the market.

Pullman.—Situated ten miles south of the Court House on the west shore of Lake Calumet, within the corporate limits. Take Illinois Central train, foot of Randolph, Van Buren, Sixteenth or Twenty-second sts. Lake Calumet is a shallow body of water, three miles long and three miles distant from Lake Michigan, into which it drains through the Calumet river. (See Lakes and Rivers.) The town is built upon high ground, carefully selected for this special purpose by George M. Pullman, its philanthropic founder. On the 25th of May, 1880, ground was first broken for the building of the Palace Car Works and the town of Pullman. Its population now numbers about 14,000, while thousands more reside in the immediate neighborhood, drawn there by the influences radiating from this magnificent source of industrial energy. From its inception the town of Pullman has been an object of the utmost interest to all classes of people. Probably no town in the country has been the subject of so many articles in the newspapers and magazines. The intention of Mr. Pullman to make it a model town, his possession of ample means to carry out every detail of the plans laid, and the successful consummation of the scheme in its entirety, attracted the attention of every body interested in social questions or desirous to note all manifestations of solicitude by an employer in the welfare of his employes. (See illustration.) Pullman is, however, not an asylum for those who seek a haven of rest where privileges can be enjoyed free. The scheme of the town is based upon strict business principles, and the employes pay for everything they receive. Wages are paid every two weeks, and on this solid basis the advantages of the town are founded. These advantages are perfect drainage upon the most approved scientific principles; neat houses with every convenience at moderate rents; libraries, schools, and special facilities for amusements. The army of operatives are in no way restricted in thought or action outside the shops, either in politics or religion, in their habits or amusements, or as to where or how they expend their earnings. The principal local works are the car shops of the Pullman Palace Car Company, which employ 3,800 operatives, and where cars of all descriptions are made, such as freight, passenger, street and sleeping cars. About 400 men are engaged in street-car work and in making street-car motors. The capacity of these shops is three sleeping cars, ten ordinary passenger cars and 240 freight cars per week. Sleeping cars are also repaired here. The Union Foundry and Pullman Car-Wheel Works have a capacity for using 250 tons of iron a day, and 250 men are employed in the brass works, which turn out a quarter of a million dollars' worth of brass finishing a year. The Pullman Iron and Steel Works employ 250 men and turn out 100 tons of rolled iron a day. The Standard Knitting Mills knit the finest hose of every description and employ women and girls for the work. The Calumet Manufacturing Company make paints not only for these works but for the general market. The Chicago Drop Forge and Foundry Company, in addition to the ordinary work of such a factory, are now mak-

A VIEW IN GRACELAND CEMETERY.

ing 1,000 pairs of solid steel shears a day. The Terra Cotta Lumber Company manufacture a tiling which is used for partitions in fire-proof buildings. The Pullman Brick Works have a capacity for turning out 30,000,000 bricks a year. The Westinghouse Electric Company are soon to establish works here. [See Pullman Palace Car Company.]

Pullman Iron and Steel Company's Works.—Situated at Pullman. (See Pullman.) Consists of a rolling mill. It has two forge fires, three Swindell gas-heating furnaces, two coal heating furnaces, and three trains of rolls—an 8, a 10 and an 18-inch train. The annual consumption of crude iron is about 30,000 tons, and the finished product shipped is 24,000 tons, consisting of merchant bar (car specifications mainly) and special shapes in iron and steel.

Pullman Palace Car Company.—Main office, Pullman building. President, George M. Pullman. Directors, George M. Pullman, Marshall Field, J. W. Doane, Norman Williams and O. S. A. Sprague, of Chicago; Henry C. Hulbert of New York, and Henry H. Read, of Boston. One of the greatest corporations in the world. (See Pullman.) From the report of the company for the last fiscal year, ending July 31, 1890, the following interesting facts are obtained. The earnings from cars were $7,473,000. This is an increase from $6,825,000, which were the earnings for the year ending July 31, 1889. Other income consisted of $11,624 derived from royalty on patents and $1,376,201 from manufacturing profits at the town of Pullman, rentals, dividends, interest, etc. The total revenue was $8,860,961, against $8,303,295 the previous year. The disbursements for operating expenses, including maintenance of upholstery, legal expenses, general taxes and insurance, were $3,274,000; proportion of net earnings paid other interests in sleeping car associations, $1,022,000; interest on bonds, $65,000; dividends on capital stock, $2 000,000; contingency reserve, $100,000—a total disbursement of $6,462,000. This left the surplus of the year to be carried to the credit of the income account, the excess of revenue over ordinary, disbursements including the 8 per cent. dividend, as $2,398,000. There had been built and placed in service during the year 101 sleeping, parlor, dining, special and tourist cars, costing $1,365,503, or an average of $13,519 per car. Orders had been placed at the company's works for 119 Pullman cars, the estimated cost being about $16,500 each, or an aggregate of $1,963,500. The number of cars employed in the service is 2,135, of which 1,849 are standard and 286 tourist or second-class cars. Total mileage of railways covered by contracts for the operation of the cars of this company 120,686 miles, a net increase of about 3,000 miles during the year. The number of passengers carried during the year was 5,023,057; the number of miles run, 177,033,116. During the previous year the number of passengers carried was 4,242,542; the number of miles run, 144,842,618. The year covered showed, therefore, an increase of a little over 18 per cent., both in the number of passengers carried and miles run. There had been added during the fiscal year to the company's investments in shops and plant, $52,435. The value of manufactured product of the car works of the company for the year was $8,105,431; and of other industries, including rentals, $2,108,226, making a total of $10,213,658, against $10,388,164 for the previous year. The average number of names on the pay-rolls at Pullman for the year was 4,582, and wages paid $2,733,019, making an average for each person employed of $596, against $579 for the previous year. The total number of persons in the employ of the company in its manufacturing and operating departments was 12,367; wages paid during the year, $6,249,891. The number of employes for the

previous year was 11,063; and wages paid, $5,770,345. The Pullman Loan and Savings Bank showed savings deposits at the end of the fiscal year of $392,851—a gain of $109,857 over the previous year. The number of depositors had increased during the year from 1,200 to 1,525, and the average for each depositor had also increased from $235 to $257. The entire enrollment of pupils in the public school for the school year was 1,167—599 boys and 568 girls—with a regular staff of twenty-one teachers. The balance sheet of the company showed no marked changes, though the total assets showed an increase of $2,231,000. The total assets are $43,013,000. The value of the real estate, plant and buildings of the town of Pullman is carried on the books at $7,966,000, although they would be worth, acccording to present market values, a vastly greater sum than this. The Pullman building and the ground on which it stands are counted in the assets at $993,023. The value of cars in process of construction, lumber and other material on hand at Pullman was $3,981,807. The total liabilities were but $26,261,000, leaving an invested surplus of $16,752,000.

Richards & Kelly Manufacturing Company.—Located at 389 Twenty-third street, two blocks west of Clark street. Manufacturers of prismatic sidewalk and vault-lights, floor-lights, sky-lights and coal-hole covers. This concern placed the great sky-light in the Palmer House, and has performed a number of similar mechanical feats equally ingenious and skillful. The process of manufacture is interesting to visitors.

Seed Market.—Chicago for years has been the great market of the country for field seeds, the facilities for shipping to all parts of the world being unsurpassed. There is more grass seed shipped from this city than from any other point on earth. There are a number of houses here which do an immense seed business. Among them are W. W. Barnard & Co., successors to Hiram Sibley, 6 and 8 N. Clark st.; Albert Dickinson & Co., 115, 117 and 119 Kinzie; 104 to 110 Michigan, and 1600 to 1614 Clark sts.; J. C. Vaughan & Co., 88 State st., and the Illinois Seed Company, 16 N. Clark st. The firm of Albert Dickinson & Co. is one of the greatest in the world. The Illinois Seed Company is a young firm, comparatively, but, as successors to Hiram Sibley & Co., has built up a great business.

Ship Building Yard.—The year 1890 witnessed the establishment of a ship-yard capable of turning out vessels of the best type for lake navigation. Prior to this no iron or steel vessels had been built at Chicago. This new enterprise has been undertaken by the Chicago Shipbuilding Company, composed of experienced steel shipbuilders, who have located their works on the Calumet river, at South Chicago, about a mile above its entrance into Lake Michigan. With a river frontage of about 1,400 feet and an average depth of over 600 feet, the works cover over twenty acres, affording ample room for the shops necessary for all the various trades and occupations concerned in the building of the complete ship, with large storage ground for material besides. At the south end of the property, three slips, each 400 feet long by 100 feet wide, have been excavated to a depth of twelve feet of water, at a right angle to the river, whose sides give berths for building six ships of the largest class at one time, which will be launched sideways into the slips. Across the heads of the slips, equally convenient and accessible to all the berths, stretches a building 540 feet long by 75 feet wide, containing the boilers and shop engine, heating furnaces for plates and angles, blacksmith shop, plate and angle shops, small machine shop, pattern shop, and in the second story a mould loft with a clear floor 200 feet by 50 feet.

Here the lines of the ships are laid down full size from the models and dimensions furnished from the drafting office, and the wooden moulds made by which the steel angles and the plates are shaped. The shops below are filled with machinery of the latest and most modern types—shears, punches, planers, counters-sinkers, rolls, etc.

The steel comes into the yard from the mills over a side-track from the Calumet River railroad, a branch of the Pennsylvania system. It is unloaded from the cars and delivered to the shops by a traveling crane of sixty-two feet span, built by the Brown Hoisting and Conveying Machine Company, of Cleveland, Ohio. A system of overhead tracks in the shop carries it to the various tools, and leaving them, a narrow-gauge railway takes it to the building berth. Here a steam cantilever crane of 120 feet span, built of steel by the same company, and running on trestle-work fifty feet above the ground, picks it up and delivers each plate, beam or angle to its appointed place. The engines will also be put in by this crane before launching. The boilers will be hoisted in place by a steel derrick on the river front after launching.

The company are now at work on their first contract, two steel steamers for the Minnesota Steamship Company, to go into the Lake Superior iron ore trade. They are to be 292 feet keel, 308 feet over all, 40-foot beam, and 24½ feet deep, with triple expansion engines and steel boilers, and are to be ready for the opening of navigation this year.

Stove Foundries.—Chicago is the largest stove market in the world, most of the prominent stove foundries in the country having branch houses or agencies here, carrying immense stock in their warehouses. The local production of stoves, although constituting but a part of the trade, is worthy of special mention. The leading stove foundries located in the city limits are those of Cribben, Sexton & Co., Collins & Burgie, and the Chicago Stove Works. Cribben, Sexton & Co.'s works occupy a street frontage of about two and one-half blocks, extending from Nos. 54 to 100 inclusive on Erie street and Nos. 57 to 67 inclusive on Ontario street. The Erie street front is partly covered with a seven-story brick building, 175 feet front by 110 feet deep, used as mounting and finishing rooms, nickel-plating works and warehouse. The remainder of the Erie street frontage is occupied by the foundry, which is 500 feet long by 110 feet deep. The Ontario street front is occupied by a two-story brick building, used for enameling works. The total number of hands employed is about 600. The raw materials annually used comprise 8,000 tons of pig iron, 1,300 tons of coal and coke, besides large quantities of sheet iron, sheet steel and iron rods. The product consists of cook stoves, ranges, heating stoves, hollow ware and plumbers' supplies, such as sinks, closet-hoppers, soil pipe, etc. The number of stoves annually produced is about 50,000, and of enameled ware about 180,000 pieces. The plant of the Chicago Stove Works is situated at Blue Island avenue and Twenty-second street, adjoining the West Side water-works, and covers two and one-half acres. They employ 300 hands, melt about 2,500 tons of pig iron annually, and produce about 40,000 heating and cooking stoves, ranges, etc. Their trade is wholly confined to the West. The corporation was organized in 1871, before the great fire of that year, and has a capital of $200,000.

Straight Fibre Iron Company's Works.—Situated at Fortieth street and Stewart avenue. It contains six heating furnaces, one 10-inch train of rolls and one 18-inch train, and produces merchant bar iron. The raw material used is mainly scrap iron.

Thompson & Taylor Spice Company.—Located at Michigan ave. and Lake st. This is one of the largest houses of its kind in the world, and its business of late has been growing immensely. The new building of the company is a decided ornament to the grocery district. It is about ninety feet wide by 130 feet long, with light on three sides. It is seven stories high, giving a total height above ground of about eighty-five feet. Boilers and engine of 200 horse-power are located in the basement for driving the machinery throughout the building and the electric light plant. The coffee machinery occupies the top story and parts of the sixth and fifth. There are twenty-two roasters in one line, with coolers and stoners of corresponding capacity, and a most complete outfit for polishing, milling and separating green coffee in large quantities. The establishment is the most perfectly equipped of any in existence in the country, and is worthy of a visit from strangers.

Tiffany Pressed Brick.—This material has entered into the construction of many of the grandest buildings of Chicago. It was used exclusively in the Grand Central Railway Station and is highly praised by the leading architects and builders of the city. Among the buildings in which the Tiffany pressed brick is used are the following: Western Bank Note Co., Hotel Metropole, Hyde Park Hotel, Columbia, Hyde Park Club, Bucklen Block, Club House, Odell Flats, Woodlawn School-house, Parkside School, Brownell School, High School, Surghnor Block.

United States Rolling Stock Works.—The United States Rolling Stock Company's plant is situated in the suburb of Hegewisch, at the forks of the Calumet river, and covers 100 acres of ground; about one thousand hands are employed; the annual consumption of the principal materials is about 7,000 tons of wrought iron, 16,000 tons of pig iron, 5,000 tons of coal and coke, 3,000 tons of car axles, and 20,000,000 feet of lumber of various kinds; the annual product is about 4,000 railroad cars of every description.

Union Stock Yards.—Located on South Halsted st.; in the former town of Lake, now within the corporate limits, about five and one-half miles southwest of the City Hall. Take South Halsted st. horse car for yards direct, or State st. cable line with transfer at Thirty-fifth or Forty-third st. Or take train at Van Buren st. depot, via Chicago, Rock Island & Pacific railway; at Union Depot via Pittsburg and Fort Wayne railroad, or at Central Depot via Illinois Central railroad. The visitor will enjoy a drive to the yards by way of Bridgeport, a great manufacturing centre, or by way of Michigan blvd. to Thirty-ninth st., and thence west. The Union Stock Yards were organized and opened in 1865. The Stock Yards Company at the present time own 400 acres of land—320 acres in one block and eighty acres in outlying lots. The larger tract is devoted to the stock yards; some 200 acres being devoted to yards, etc., while the balance is occupied by railroad tracks and car sidings Before you, as you enter the main arch-way, is a town with twenty miles of streets, twenty miles of water-troughs, fifty miles of feeding-troughs and about seventy-five miles of water and drainage pipes. Besides the regular water works supply there are a number of artesian wells, having an average depth of 1,230 feet. The plant of the Union Stock Yards Company proper cost about $4,000,000. The plants of the various packing companies cost, it is estimated, in the neighborhood of $10,000,000. Statistical information covering the immense transactions of the Union Stock Yards is given on pages thirty-five and thirty-six of this volume. There the visitor will learn that

THE POST OFFICE.

during the year 1890, 3,484,280 cattle, 175,025 calves, 7,663,828 hogs, 2,182,667 sheep and 101,566 horses were received at the yards, the total value of which was $3,207,981,448. It will also be learned that of the above receipts there were slaughtered 2,219,312 head of cattle and 5,733,082 of hogs. The shipments of live stock from the yards were 1,260,309 cattle, 61,466 calves, 1,985,700 hogs, 929,854 sheep, 94,362 horses. Something more concerning this great market place and manufacturing center (for meats are numbered among the manufactures of Chicago) will be found by reference to pages fifty-eight and fifty-nine, under the head of "Meats." There it will be learned that seventy-five companies are engaged in the manufacture or packing of meats; that the capital employed is $17,000,000; that the workers employed are 24,500; that the wages paid in 1890 amounted to $13,585,000, and that the value of the product during 1890 was $137,275,000. This information, comprehensive though it is, will hardly satisfy the visitor however. He has heard of the great meat industry of Chicago for years, and he wants to know more concerning it than can be extracted from mere statistics. Meat packing is the oldest of Chicago's industries. In the fall of 1832 G. W. Dole slaughtered the first lot of cattle ever packed in the county. They numbered 200 head and cost $2.75 per cwt. About 350 hogs costing $3 per cwt. were slaughtered and packed at the same time. The statistics referred to above will show readily and graphically how this great industry has been developed. The Stock Yards to-day are one of the wonders of the world. Twenty great trunk railroads, fed by hundreds of branches which stretch like a mighty octopus over the land, deliver and carry away the raw and manufactured articles which arrive at and depart from this spot. During the early morning the Western roads are busy unloading their freight of cattle, hogs, and sheep, while in the afternoon the Eastern roads are equally busy taking delivery and loading up the stock that is going to Boston, New York and countless other points. At the packing-houses the work goes on all day—one train following another carrying away the finished product of the butcher and packer. The Stock Yards Company own all the railroad tracks (over 150 miles in all), and do all the switching or shunting connected with the business of the Yards. Every railroad company has a direct communication with the Yards, either through its own tracks or by the Belt line; at any rate, they can all get there without trouble, and no delays take place. The yards can accommodate, at their fullest capacity, over 20,000 cattle, 120,000 hogs and 15,000 sheep; and while at times they are taxed to their fullest limit, yet as a rule the stock is well and carefully looked after. As the trains come rolling in, the Company take charge of the stock; and its location, name of firm to whom consigned, with description, etc., are detailed in the office of the Company.

How Live Stock is Received.— Practically speaking, all stock is consigned to commission men, who at once take charge of it. Sometimes the cattle are left in the pens where they are placed on arrival; but, as a rule, salesmen have each certain localities in the Yards and endeavor to get all their cattle located in the same place. It may be said, before going further, that the yards are divided into pens. The cattle pens are in divisions, thus: Division A, pen 1; or division C, pen 20; while the hog pens are located at the railroad delivery points. Sheep have a separate location for themselves. The cattle pens are of different sizes, holding from one animal up to 300 or 400 head. As a rule, local, or what are termed native, cattle come in small lots, generally one or two cars at a time; while range cattle generally come in train-loads of twelve to fifteen cars. A car-load averages about twenty

cattle, weighing 1,200 pounds each, or about 24,000 pounds to the car. The hog and sheep pens are covered in. Hogs weighing 250 pounds each run about seventy head to the car; while sheep are loaded according to weight, as they differ so much in quality. One hundred fair-sized sheep generally make a load. Each pen has a water trough, while in those devoted to cattle and sheep hay-racks are also provided. The cattle pens especially are exceedingly strong, the whole structure being of wood. The floors are of the same material, as it is most suitable to the climate. Alleys, well "macadamized," intersect the yards so that every pen is easily reached, while at convenient points the weighing scales, the feed store-houses, etc., are placed. On delivery, the Stock Yards Company becomes responsible to the various railroad companies for the freight and feed that are due for each shipment. In turn, the owner, through his commission men, becomes bound for payment to the Stock Yards Company. As it would be impossible to collect the freight as every car comes in, a settlement of freight and feed charges is made twice a week; the commission men being obliged to put up a bond of $10,000 to secure the amounts that may accumulate. In this way matters run very smoothly. If the owner of the cattle has no bond up, he is obliged to pay the amount due before the stock is released; but so perfect is the system that no friction of any kind occurs, and the business in this respect goes on from day to day without any trouble.

Subjoined are the regulations and commissions of the market:

Diseased meats are condemned.
Sales, unless otherwise stated, per 100 lbs. live weight.
Dead hogs, 100 lbs. and over, ½c. per lb.; less than 100 lbs. of no value.
Broken-ribbed and bruised cattle, docked $5 per head.
Public inspectors dock pregnant sows 40 lbs. and stags (altered boars) 80 lbs. each.
Yardage—Cattle, 25c.; hogs and sheep, 8c. per head. Feed—corn, $1 per bushel; timothy hay, $30; prairie hay, $20 per ton.
Commissions—Cattle, 50c. per head; calves and yearlings, $10 per car; hogs and sheep, single decks, $6; double decks, $10 per car; public inspection of hogs, 15c. per car.

The charges for yardage are moderate, but the price charged for feed is out of all proportion to market values, and there is continual complaint upon this latter point. Four great parties meet, as it were, in communion every day at the yards—the Stock Yards Company, with its array of employés; the owners of stock, drifting in from all points of the compass; the commission men, with their corps of clerks and assistants; and, lastly, the host of buyers who operate there.

Buying and Selling.—Buying and selling goes on every day except Sunday, while Saturday has come to be looked upon as a sort of settling day for the week. While, of course, cattle come in at all hours of the day, it is the object of the railroads to land them in the Yards from four o'clock to eight in the morning. A very large number of the cattle come out of first hands; but the majority are consigned by dealers, who pick them up in small bunches in the country, except in the case of range cattle, which are practically consigned by the owners. The hog market opens early, and is pretty well over by ten o'clock. There are scattering sales after that hour, but the majority of the work is finished at the above-mentioned time. The sheep market is confined very much to the morning also, while trading in cattle, as a rule, opens about nine o'clock and goes on more or less up till three P. M., when the whistle blows and business is suspended for the day. When it is

considered that for the five active working days of the week there are received about 10,000 cattle a day, over and above hogs and sheep, the gigantic nature of the business can be estimated; but a man needs to be actually upon the spot to judge even approximately of how business is carried on. The Stock Yards Company employ about 1,000 men; there are about 120 commission men, who must also employ about 1,000 assistants; add to this about 300 buyers, and it can well be imagined that from eight o'clock in the morning till three in the afternoon the Stock Yards present a very active scene. There are, moreover, hundreds of owners who practically become interested spectators of the work as it progresses, while every day a great crowd of sightseers put in an appearance. The office-work is mostly confined to the Exchange Building, where the Stock Yards Company, the commission men, the railroad companies, the buyers, etc., have suitable offices. A substantial bank also occupies a very handsome office in the same building. As soon as the cattle are delivered to the commission men, their work begins. Hay is immediately ordered for the cattle; quantities of course vary, but as a rule prime cattle eat about five pounds each; common cattle, seven and a half pounds, and range cattle get an allowance of ten pounds each. The water is turned into troughs, and if the cattle have been properly handled on the road, they take a good fill. Very often cattle have to be sorted and classed, and this, as a rule, is done before the water is turned into the troughs. As in other cattle markets, both at home and abroad, supply and demand regulate to a great extent the price, and when the buyer appears early on the scene it is pretty good evidence of an active market.

Quick Work.—In the decimal system of currency and weights, the process of buying and selling is very easy from a financial point of view. The commission man asks, say, $4.00 per hundred lbs., the buyer bids $3.80 per hundred lbs., and they eventually agree upon $3.90 per hundred as the price, then the remainder of the work is very simple. Shortly after the terms are agreed upon, the cattle are driven to the scale and weighed. Before they are run into the weighing pen, however, they are examined either by the buyer himself or his agent, to see that there are no broken-ribbed or bruised cattle. Cattle that are severely bruised are, as a rule, thrown out and sold separately, while animals with broken ribs are docked $5.00 per head as stated above. The weighing scale in general use is known as the "Fairbanks Live Stock Scale," and is an invention that has been of great value to American stockmen. These scales have capacity to weigh 100,000 lbs., which at 2,000 lbs. to the ton, is 50 tons; but, as a rule, they seldom weigh more than 60,000 lbs. at a time. By this means an immense number of cattle can be passed over one scale in a day. The weighing beam of the scale is open to the public, and, as both the buyer and the seller have access to the room in which it is placed, no disputes ever arise as to weights. An official ticket of the weight is issued by an employe of the Stock Yards, who also superintends the weighing, and by this means all disputes are saved. After the weight has been ascertained the cattle are run off the scale, and they become the property of the buyer. The commission man takes possession of the scale ticket and hands it to his bookkeeper, who calculates the amount due, and collects immediately from the buyer. The large buyers have arrangements with the bank to cash their tickets as they are handed in, and thus all the trouble of writing cheques, etc., is saved.

Classification of Cattle.—The classes of cattle coming to market are pretty well defined. We have, first, the "exporters;" this includes cattle

that are suitable for the Eastern markets as well as good enough to go to England. Second, the "dressed beef" steers, suitable for the dressed beef business. Third, "butcher stuff," composed of light steers and the better grade of cows. Fourth, "canners," which includes everything not good enough for butchering; and then as an extra class we have the "range" cattle, which are pretty well divided among the last three classes named.

The movement of cattle is most entirely eastward. San Francisco, which is a large market, draws quite a number of cattle from California and the adjoining States, but otherwise there is a continual movement toward the east. The movement begins at the Gulf of Mexico; the barren plains of Arizona, the sage brush valleys of Nevada and far Montana, all contribute and send forward their consignments. From those distant points the work of shipping is no easy matter. The various lines at suitable points have feeding-yards, where hay is supplied at three times its value. Cattle can be run from 300 to 500 miles without feed and water, but as a rule the feeding stations are generally placed about the former distance apart. Within the last year or two "Palace" stock cars have been introduced, and by this means cattle can be run practically any distance, as they are constructed to allow the animals to be fed and watered without unloading. What are known as the "Street" cars, built on this principle, have up to this time been the best produced, and they are likely to maintain their lead, as they can be divided into three compartments, which to a great extent prevents bruises.

Disposing of the Receipts.—The cattle having reached Chicago are sold as described above. Those which are brought for shipment are driven over to the shipping divisions, where they are loaded up and forwarded to their respective destinations. The dressed beef men generally allow their cattle to remain in the pens over night, and the next day after they are purchased they are driven over to the slaughter-houses. The alleys in the yards have become so crowded that during the last few years viaducts have been constructed overhead, and along those the cattle and hogs are driven to the respective packing-houses.

The cattle having reached the point where they are made into dressed beef, a description of the methods by which three-fourths of the cattle sold in Chicago market reach the consumer may now be attempted.

The dressed beef business in America was founded some twenty years ago. A few years later the work was taken up by the late Mr. George H. Hammond, of Detroit, who may be termed the father of this business. He was a man of fine executive ability, and he built up through his energies a magnificent trade. He died, unfortunately, just when he had reached the zenith of his powers. Other parties took up the business, and it has gradually grown (figuratively speaking) from a grain of mustard-seed to a very large tree. Mr. T. Eastman, one of the largest live-stock shippers in America, branched off into this trade; Mr. Nelson Morris, well known to every cattle-man both at home and abroad, also took a hand; in 1880 Mr. G. F. Swift began upon a most extensive scale; while two years later Messrs. Armour & Co. also commenced the business. We have now in Chicago four immense concerns—viz., Swift & Co., Armour & Co., Hammond & Co., and Nelson Morris & Co. These firms, along with Libby, McNeill & Libby, buy a very large proportion of the cattle coming into our markets.

Slaughtering the Cattle.—The cattle on reaching the slaughter-house are driven into large pens adjacent to it; thence they are driven along narrow passage-ways and are put into separate compartments by themselves.

These compartments are just large enough to hold one bullock. Over them is a wooden foot-path, along which a man can walk; the animals are either shot down or felled from this point. Between the compartments and the slaughter-house is a lifting-door which slides up mechanically. A chain is passed around the horns of the animal and it is dragged into the main slaughter-house, after which, the animal is properly bled. Lifting pulleys worked by steam power are provided for hoisting each carcass while being dressed, and iron runs for moving the carcasses in halves or quarters from the hanging-room to the chill-rooms. All the work in the slaughtering department is done by well-trained experts, each one having a single division of labor to perform. For example, the hides are taken off the carcass by different trained experts in such careful manner as to give them a value of about one cent per pound over the common butcher's hides; the guts are thoroughly cleansed and sold for sausage casings; the contents of the entrails are converted into fertilizing substances, which are sold in the older portions of the country where the lands have been long worn by successive crops; the livers, hearts, etc., are shipped with the beef to different markets, where they are sold to good advantage; the bladders are dried and sold to druggists and other parties; the stomach makes tripe; the tongues are always in demand at good prices; the horns are sold readily to the comb and knife-haft maker; the shin-bones are usually in good request for knife handles, and backs for tooth and nail brushes; the knuckle bones are similarly prepared for making acid phosphate, and have a fair commercial value for this purpose; the blood is all utilized for different commercial purposes; the ox-tail trade is now a regular part of the traffic, as all the great hotels must have ox-tail soup at stated times; the heads, after being trimmed, are sold for glue stock; the fat taken from the inside of the bullock is made by a peculiar process into oleomargarine, which has to be sold under its proper name, and sells to fair advantage; neatsfoot oil is made from the feet and the hoofs are ground and go in with the fertilizing substances, so that every part of the bullock is utilized.

From the main slaughtering-house, which to a stranger is a sickening sight, the carcasses are taken along the iron runways into the refrigerators. There they cool off in a temperature of about 36° Fahr. Passing from the blood-stained floors of the butchering department to the other portions of the house, every one is struck with the remarkable cleanliness of the establishment. There is not a speck of dirt. To this point the greatest attention is paid, and the meat and other products from these houses are handled with far more care than in the small slaughtering-houses in the country. From the coolers the carcasses are run out to the loading platforms, cut into quarters, and then put into refrigerator cars, which take the meat away and distribute it far and near.

A trip through the big slaughtering-houses is very interesting. The wonderful dexterity of the butchers, the mechanical inventions to help the work, the methodical system employed, the extreme cleanliness, and, above all, the rapidity and silence with which everything is done, strike a stranger very forcibly, and an impartial person who visits those great meat manufactories generally comes away convinced that American ingenuity in this respect "beats creation."

Packing Companies.—The great packing companies are as follows: Allerton Packing Company; Anglo-American Provision Co.; Armour & Co.; Washington Butchers' Sons; Calumet Canning Co.; Chicago Packing and Provision Company; John Cudahy; Davis Provision Co.; Decker & Murath;

L. B. Dowd & Co.; Horace M. Dupee; Ellsworth & Bartlett; Fairbank Canning Company; Fowler Brothers; Garden City Packing and Preserving Company; Henry D. Gilbert & Co.; Guthman, Leppel & Co.; G. H. Hammond & Co.; John C. Hately; G. Hunniford & Co.; Hutchinson Packing Company; International Packing Company; Jones & Stiles; Libby, McNeill & Libby; Thomas J. Lipton; Loss, Collins & Co.; Michener Bros. & Co.; Miller, Hendricks & Co.; Minnesota Packing and Provision Co.; Moran & Healey; John Morrell & Co.; Nelson Morris & Co.; Noonan & Hoff; North American Provision Co.; Omaha Packing Co.; John O'Malley; Simon Ffaelzer; E. K. Pond Packing Co.; Samuel Shoenman; William H. Silberhorn Co.; Swift & Co., and Underwood & Co. Not all of these concerns transact their packing business at the Union Stock Yards, but all are closely allied to the great market.

"Big Four."—The visitor will hear of the "Big Four" packers. These are Armour & Co., the Anglo-American Packing Co., Nelson Morris & Co., and Swift & Co. These are the greatest packers of the city, and it is the firms mentioned here who are engaged in the New Stock Yards enterprise. [See New Stock Yards.]

The Exchange.—Just inside the entrance to the Union Stock Yards is the Exchange building, where the visitor will find the offices and counting rooms of the men who practically transact the live stock business of Chicago. These are modestly styled commission men, but they are in reality merchants, and many of them are engaged very extensively in the cattle traffic, independently of their commission business. Others of them are packers themselves and buy outright from shippers. Others purchase for packing houses owned, controlled or managed by them elsewhere. The great majority, however, buy and sell on commission.

What One Firm Does.—Some idea of the magnitude of operations at the stock yards may be formed from the following figures with reference to the great house of Armour & Co. The firm did a business amounting to $65,000,000 during the year ending October 1, 1890. The hogs killed by the house numbered 1,450,000; cattle, 650,000; sheep, 350,000. Armour & Co.'s employes numbered during this period 7,000, and the aggregate wages paid was $3,500,000. The firm had 1,800 refrigerator cars. The total area covered by the buildings of the firm was fifty acres; total floor area of buildings, 140 acres; chill room and cold storage area, forty acres; storage capacity of buildings, 130,000 tons. The Armour Glue Works made 6,250,000 lbs. of glue within the same period, 9,000 tons of fertilizers, grease, etc. The ground covered by the buildings of this department cover fifteen acres, and the number of employes is 550. During the year 1890 Mr. Michael Cudahy separated from the house of Armour & Co. Mr. Cudahy took charge of his immense interests at Omaha. The other members of the so-called "Big Four," as well as many of the packing concerns not included in the quartette, also do an immense business annually, as the total transactions of the yards testify.

Sights in Packing Town.—When the visitor, all new to the wonders of the yards and packing town, gets inside of the main entrance his ignorance betrays him. He loiters about and exposes himself to the guide. The guide is a walking directory of the stock yards and he will place his entire stock of knowledge at your disposal for 25 cents. He is one of the few persons who have mastered the names of all the "streets" and "avenues," for every crooked and narrow passageway between the big brick buildings is either a

street or an avenue. The main thoroughfare is Packers ave. The guide leads the visitor first to the gallery adjoining the Exchange restaurant. If he does not get a few exclamations of delight and surprise out of the visitor when they mount the gallery then he feels discouraged and loses interest in his job. This gallery overlooks the great checker-board within the squares of which there are swarms of cattle; "herds" is not the word to use, for there are too many. To the west are the packing houses, palaces of refined butchery. From the packing houses comes an odor, a plainly perceptible odor, which is rather disagreeable at first. This packing town odor has been unjustly criticised. It is unpleasant only on short acquaintance. To any one accustomed to it there is only a pleasant suggestion of rich, ruddy blood and long rows of tempting "sides" hung up to cool. The stock-yards atmosphere is healthful. The average weight of a packing-house employe is about a hundred and eighty pounds. "Nick" Baker, who kills 5,000 hogs every day for Armour, weighs 250 pounds. The only man around the yards who does not seem to gather adipose is George T. Williams, manager of the Union Stock Yards. His figure is rather spare. It is said that if he would lenghten his office hours his weight would soon approach that of George Sunderland. The latter is autocrat of the great Armour packing houses, and perhaps the best known and one of the most popular men in packing town. Twenty years of business responsibilities such as would have reduced an ordinary man to a mere shadow have failed to deposit a single wrinkle on Mr. Sunderland's placid features. He spends most of his time out of doors, sitting on the office steps. Every few minutes a messenger boy rushes up to him and hands him some communication involving, perhaps, the purchase of 5,000 animals "on the hoof," or the loading of 150 refrigerator cars. Mr. Sunderland writes a few words on the back of the message after he has glanced at the contents. For being able to always write the proper thing Mr. Sunderland receives a salary which it would take five figures to indicate. He is on friendly terms with all of the thousands of men under him and is altogether unpretentious in manner and dress. In a little office back of the Exchange building Nelson Morris has his headquarters. He is an inveterate whittler. The floor of his office is literally carpeted with fine shavings, and a number of white-pine sticks are always neatly corded up on his desk. It is a common saying around the yards that the shipper who is on hand at the office early in the morning with a good straight-grained stick will get his cars out first. When the millionaire packer is dictating to his private secretary or issuing important orders he whittles somewhat furiously and cuts his notches deep. Every notch represents several dollars. A pleasant-faced old gentleman with silvery hair rides horseback up and down the principal "streets" of the yards each day. He is on the lookout for crippled or "lumpy-jawed" animals, and is the agent of the State Live stock Commission. This is Captain McDonald, for many years assistant warden of the Joliet penitentiary. He still carries a scar given him by the notorious desperado Frank Rande, and has a knowledge of "crooks" such as only few men in the country can claim. After years of experience with tough mortals he finds it rather to his liking to do some humane work among the more appreciative occupants of the stock-yards "pens." There is one particular guide at the stock yards frequently pointed out as an extremely interesting fellow. This is "Old Bill," the bunko steer. He is perhaps the most depraved animal in existence. There is no element of brotherly love or patriotism in his nature. His duty at the yards is to guide droves of cattle to the slaughter houses. He has

mastered his little act and reduced steering steers to a science. Every day he takes his post near one of Armour's packing houses and waits until it is necessary to drive a herd of cattle up the viaduct to the killing-rooms. He then joins the drove, ingratiates himself into their good-will, and tells them that he knows of a good pasture not far away. At his suggestion the cattle think about it and finally resolve to let him lead them there. Bill, the bunko steer, laughs softly and a cruel look lights his eyes. He lopes off through the mud toward a large gate not far away. Following after him are a hundred or more cattle, every one entertaining a vision of gently-swelling hills covered with long, wavy blue-grass and sweet-clover blossoms. Bill leads them to this gate and allows the herd to go through it, while he steps aside and avoids the rush. As the dust of the rush clears off a little a familar figure is observed slowly strolling away from the gate. It is "Bill." On his face is no remorse as he saunters back to his post of duty near a tall fence. He is then ready to betray a couple hundred more of his unsuspecting relatives.

William Deering & Company's Harvesting Machine Works.—These works are situated at the intersection of Fullerton and Clybourn avenues, in the northwestern part of the city. A visitor may reach the works by trains on the Chicago & North-Western railway from the Wells Street depot, at the corner of Wells and Kinzie streets, to Deering station, which is only a stone's throw from the office of William Deering & Co.; or by means of the Clybourn avenue street cars.

The Deering works, which were established in 1860, are now among the largest agricultural machine works in the world.

The farming interests of our country are fast becoming recognized as the foundation of our national prosperity, and it should also be recognized that the immense development of our farming interests has only been made possible by reason of the great improvement and enormous production of harvesting and other agricultural implements. Such great manufactories as this are among the most important of our industries, not alone because they furnish employment to thousands of working men, but also because they are constantly adding to the productive capacity of the country by supplying the farmers with the latest improved agricultural machinery, and in such vast quantities that the largest crop can be easily and quickly harvested. Without such great manufactories as this, but a small part of the grain and grass crops of the country could be gathered.

Over forty acres are occupied by the Deering Works, and the buildings are so compactly arranged that after allowing ample space for lumber yards, tracks and roadways, it is estimated that the floor space of the buildings aggregates about fifty acres.

Among the various buildings, some of them factories in themselves, are the large wood-working shops, knife and section works, extensive machine and blacksmith shops, bolt, rivet and nail works, the foundry, a large malleable iron plant, and a large and complete twine factory. To keep the wheels running in this vast series of factories, a force of 3,500 horse-power is required, which is supplied by seven large engines.

The works make use annually of 10,000 tons of machinery steel; 1,200 tons of sheet steel; 1,000 tons of pig-iron, comprising charcoal and Northern and Southern coke iron. Some 25,000 tons of coal and coke are used each year; and 250,000 gallons of oil.

It requires four million feet of lumber, or twenty shiploads, to merely box and crate the machines for shipment. All this material can not be

THE TRIBUNE BUILDING.

handled and fashioned into improved harvesters and mowers without the aid of a small army of men. The force of men employed in the works numbers about 3,500. Even with this multitude of skillful hands, it sometimes becomes necessary to operate certain departments of the works by night as well as by day. For this purpose an electric light plant has been added to the works, and the brilliant light of thousands of incandescent lamps supplies the night gangs with means for continuing the work at night as well as in the daytime.

Anticipating a still larger business next year, preparations are now being made for further enlargement of the works. They are the only manufacturers of binders who make their own twine. This branch of the business is growing rapidly, their twine business for 1890 being nearly twice that of the previous year. They also manufacture rice harvesting machines, which have proved very successful in the rice fields of the South, where their use is extending rapidly.

The sales department of Wm. Deering & Co. embraces thirty-eight branch houses and general agencies, and their trade covers nearly all European countries, Australia, New Zealand and South America. William Deering, the founder of this immense plant, continues to actively direct its operations, ably assisted by Charles W. and James E., his two sons.

William Deering, the head of this great establishment, is the son of James and Eliza Deering, and was born April 25, 1826, at Paris, in the county of Oxford, Maine. He was educated at the then well-known school of Readfield, but plans for further education were interfered with by the need of his assistance in a woolen mill in which his father was interested. Since that time, when he was not yet eighteen years of age, Mr. Deering has been actively engaged in business, and has successfully built up, or assisted in building up, four large and successful business enterprises, one being the wholesale and commission dry goods house of Deering, Milliken & Co., of Portland, Boston and New York—still conducted under that name.

The history of William Deering & Co. is the history of a mighty revolution in the methods of grain harvesting—a revolution that has extended over all the grain-growing sections of the world, the full consummation of which has been attained since the location of the works in the city.

In order to trace this revolution from the beginning and to point out the steps which led to its accomplishment, it will be necessary to go back thirty years, to 1860, when the first practical "harvester" was produced by the Marsh Bros., at Plano, Ill. It will be remembered that it was a machine that cut and carried the grain up over the drive wheel to manual binders, who rode standing on a platform and binding on tables, where the automatic binder is now placed. This was a great improvement over the old-fashioned reapers, such as the Manny, the McCormick and others then in use, from which the grain was thrown upon the ground in loose gavels. In 1863, the new machine having been satisfactorily tested in the meantime, the manufacture of harvesters began in a little shop at Plano, furnished with the simplest appliances, the output for the seasons of 1864 and 1865 being only fifty machines. It was a decided innovation, and progress was slow against prejudice and competition during the first few years, but the harvester principle, through its superior merit, steadily gained ground; a few clear-sighted, progressive men became interested and in connection with the inventors or under license aided in the introductory work. Thus, in 1870, we first find Mr. Deering actively engaged in the business with which, however, he had been interested some

years before, and thereafter rapid progress was made in the establishment of the new system of harvesting, which by 1874 had substantially displaced the old, in sections where small grains were the staple products. Still the operation of binding was laborious; it required active and expert men to take care of the grain, and the need of further improvement was generally recognized. The successful, clean and continuous delivery of the grain to the men binding upon the harvester and their position pointed out to inventors of automatic binders (whose efforts to apply their devices to the various reapers had signally failed) the road to success. The harvester had come at last to make automatic binding possible. Encouraging experiments were made, and it was not long before several styles of binders, using wire, mounted upon Marsh harvesters, or machines fashioned after them, were doing fairly satisfactory work in fields where the conditions were favorable. Improvements followed, and it was soon demonstrated that automatic binding was a practical method of harvesting, to the extent that thousands of these machines were made and sold during the next few years and up to 1880. Mr. Deering and his associates in business were not behind in the movement; they were identified with it from the start, and the first practical wire binders were made at the old shops. But wire was not a satisfactory material for bands, and the combination machine had not yet been sufficiently perfected. Meantime Appleby and others were endeavoring to produce practical twine binders, not as attachments to McCormick, or Buckeye, or other reapers, but as before, to the harvester, which also was being improved for the purpose of binder attachment. Mr. Deering encouraged their efforts, and took Mr. Appleby under his patronage. Some of his experimental machines were brought to the old shops, were overhauled there and sent to Southern harvest fields, Mr. Appleby and other experts following. These worked so well that a considerable number were made and put upon the market the next year, and they gave unbounded satisfaction. This was in 1879; in the fall of which year the original Marsh harvester patents having expired, Mr. Deering's associate dropped out and he was left alone in the business. Mr. Deering being now the sole successor to the interests, determined to make the harvester and Appleby binder, as modified and combined under his own control, his standard machine, and to risk his future position in the trade upon it. Fully realizing that Chicago or its immediate vicinity would afford the most advantageous location for a business of such magnitude as it must attain, should his faith in the machine be endorsed by public favor, he immediately set about the removal of the works to a tract of land in North Chicago, twenty-five acres, that he had previously purchased for the purpose. This change was successfully accomplished, the original main building was erected and furnished, and 3,000 of the new machines were produced during the season preceding the harvest of 1880. The year in which the nucleus of the Deering plant was established at Chicago marked an epoch in the history of agriculture. The 3,000 Deering-Appleby twine binding harvesters, manufactured and put out under conditions that called for great nerve, executive ability and business capacity, were eminently successful in the field; they carried everything before them and everybody wanted them; the revolution was fully assured, and only required time in which to make the changes that all accepted. Mr. Deering's victory was complete, and henceforth it only remained for him to reap the benefits thereof.

The events which in 1880 culminated in the establishment of the modern harvesting machine, and in the location, of the works that produced it at

Chicago, having been described, it now remains to briefly present the growth of the plant and of the business. During 1881 much time and attention were given to the completion of the change of location, the erection of more buildings, the resetting of old machinery and the provision of the new, as well as of improved devices and facilities for construction; but the output of machines was more than doubled and their practical success more firmly established. It will not be necessary to go into details of each year's increase of trade—not only in harvesters and binders, but also in mowers and reapers for sections requiring them—nor of the buildings and machinery that were provided from time to time in order to meet the additional requirements. It will be sufficient to generalize as follows: During the decade, knife and section shops, bolt, rivet and nail works, extensive malleable iron works and a large twine factory were added, miles of railroad tracks laid down, and docks built along the river. The works have spread over and beyond the original twenty-five acres—more land having been acquired upon which to build and extend—so that now over forty acres are occupied by the plant, and compactly, because the land is too valuable there for any "magnificent distance" between the departments. Sufficient evidence of the remarkable growth of this great industrial enterprise may be drawn from a comparison between the small beginning and the present vast dimensions of the immense factories.

Vulcan Iron Works.—Situated at 86 N. Clinton st., manufacture dredges and pile drivers and other machinery for harbor improvements. Their plant consists of a four-story brick building used as a machine shop and a one-story frame building used as a blacksmith shop, together occupying one hundred and fifty feet frontage on Clinton st. They employ one hundred and seventy-five men and annually consume 1,500 tons of pig iron and 150 tons of other iron and steel.

Warder, Bushnell & Glessner Company.—The Chicago office and warehouse of this company is at the corner of Adams and Jefferson streets, and is one of the finest commercial structures in the West. Built of the best pressed crick, five stories high, 80x200 feet in area, of elegant architectural proportions, and tastefully decorated with terra cotta, etc., it forms at once an ornament and a landmark of its locality. No building in the city is better lighted and ventilated, and its shipping facilities can not be surpassed. It has capacity for shipping, without extra help, twenty car-loads of machines per day. The Warder, Bushnell & Glessner Company's factories are at Springfield, Ohio, and have been in existence on the same site since 1850, and have each year grown in size and capacity. With the exception of one building, the whole plant was destroyed by fire in January, 1867, and rebuilt in that and the following year. Since then, old and old-fashioned buildings have been torn down from time to time and replaced by modern structures with modern facilities, and the present establishment is the greatest and best of its kind in the world, fully equipped with the best of machinery and labor-saving devices. Every building is of brick and solid and substantial. It has always been the aim of the manufacturers of the Champion to furnish the farmer with a durable, carefully-built machine, perfect in its slightest details, a machine that will do good, clean work under all circumstances, of light draft, easily adjusted and managed and that will not break down in the harvest field. Such are the Champion machines—and that the farming community appreciates them is shown by the immense demand, which increases year by year.

Webster Manufacturing Co.—Office located at 195 South Canal st.; works at 1075 to 1097 West Fifteenth st. Manufacturers of Rope Drives, in which

manilla or rawhide rope is used. The advantages of Rope Drives are many: In the first place they are positive; the Automatic Tension Carriage which goes with the rope takes up the slack, and as the strain is put on the rope the rope will bed itself into the groove of the wheel instead of slipping, as often occurs on a belt pulley. Another great advantage of the Rope Drive is that it is very compact, taking up much less space than belts. It can be run around corners and carried into almost any place or position, thus often effecting a large saving where gears would have to be used. The Webster Manufacturing Company's works will prove very interesting to strangers.

Wells and French Company's Works.—Situated at Twenty-second street and Blue Island avenue. Take Blue Island avenue car. The Wells and French Company was organized for the purpose of building bridges some thirty-two years ago. Subsequently a department was added for building cars. The plant occupied various locations in the heart of the old city, until of recent years, when it was removed to its present location. It is organized as a close corporation, the stock being owned by a few parties, and is managed by the larger stockholders. The present capacity of the works is twenty-five box and coal cars per day, and an indefinite quantity of Howe truss bridge-work. The works comprise large planing mills, saw mills, machine shops, blacksmith shops, and the largest car-erecting shops in the country; a brass foundry with capacity to make brasses for thirty cars per day, and such other brass castings as are essential to refrigerator work, including galvanizing iron work for refrigerator purposes; a large wheel foundry, which at present is turning out 250 to 260 wheels per day, inclusive of Barr's contracting chill-wheels; also a gray casting foundry, which at present is turning out fifty tons of gray castings per day. The grounds include a large lumber yard, repair shops, stables, etc., and occupy in the neighborhood of twenty-six acres. The works are located on the Burlington railroad lumber district tracks, and are well supplied with tracks of every description. They are also situated on the Chicago river, enabling them to receive deliveries of lumber direct from the lakes. The company own their own rolling-stock, consisting of a number of cars suitable for delivery of material, and an engine, enabling them to switch for themselves. The present output of the works is largely refrigerator work, box, coal and flat cars. The company also make special work, such as grain elevator cars, derrick cars, pile-driving cars and cabooses. The number of employes reaches 1,600 in busy times.

Western Bank Note and Engraving Company.—New building southwest corner of Michigan ave. and Madison st. President, C. C. Cheney; treasurer, C. A. Chapman; secretary, Charles Heineman. One of the most prosperous institutions of the city. Does an immense business in high-class engraving, bank note printing and lithography. The new building of this company occupies one of the most desirable locations in the commercial center, and is a magnificent structure in proportions and finish. It is eight stories high and has a frontage of 109 feet on Michigan ave., with a depth of 80 feet, exclusive of a private alley-way for the necessities of the company's traffic, on Madison st. The materials used are Lake Superior brown sandstone for the lower story, and for the others dark pressed brick, with terra cotta facings. The entrance is in the center, of carved sandstone, square in form and somewhat massive, and on each side are two large stores. From the entrance one passes into a broad hall, well lighted and of considerable extent. There are here two passenger elevators, one on each side. Beyond is a broad, easy

stairway, and on each side of this are freight elevators for the exclusive use of the Bank Note Company. Beyond the stairway again are some small rooms having access with the alley for the company's use, and another freight elevator in connection with a wagon room. The hall, as far as the stairway, is paneled with marble of various colors. The second, third and fourth floors are arranged for offices and are fitted up with hard wood finishing, steam-heating and electric-lighting. The fifth, sixth, seventh and eighth floors are reserved by the Bank Note Company for its own use. There are on each floor two monstrous chambers, supported in the center by steel columns. These the company has fitted up according to its own needs. The external appearance of the structure is that of a square block, the proportions being very nearly those of a Roman triumphal arch. It has a somewhat severe aspect below, but from the third story there is considerable attention to the artistic. The windows are arranged in five masses of three for the third, fourth, fifth and sixth floors, and in five masses of four for the seventh and eighth. For the former the window masses of all the four floors are framed together by a terra cotta decoration of classic character. The two upper stories have a different arrangement, the upper one being an arcade, having a connecting series of arching caps to the windows. The lower one has square castings of ornate style. The cornice is in terra cotta and has panelings and bosses. It is of impressive nature and somewhat heavy, but makes a good sky line. The two lower stories are fifteen feet in height. The Western Bank Note and Engraving Company started out modestly in this city only a few years ago. It promises to rival the greatest concern of the kind in the country within a very short time.

Western Electric Company's Works.—Situated at Nos. 227 to 257 S. Clinton street, having a frontage of 312 feet on Clinton street, and 150 feet on Congress street. The main building is six stories and basement in height and the aggregate floor space is about five acres. The number of hands employed is about 1,100, the average weekly pay roll is about $11,000, and the value of the products annually turned out is $2,500,000, consisting of all kinds of electrical apparatus, including arc and incandescent dynamos, arc lamps, motors, telegraph, telephone, and electric light cables, insulated wires, multiple switch boards, and magneto bells.

W. W. Kimball Company.—The great piano and organ factories of the W. W. Kimball Company are among the attractions of Chicago, and will interest the visitor about as much as any that can be pointed out. The buildings composing the factories are two in number, each being a counterpart of the other, five stories high, with a frontage of eighty feet and a depth of 250 feet. Together they have a floorage of 200,000 square feet. They are located on the Chicago river, and near the junction of two railroads, with a private switch leading into the premises. The grounds comprise over seven acres of land, the most of which is used as a lumber yard. The company have some 4,000,000 square feet of lumber on hand. The six large dry-houses hold 150,000 square feet. As soon as the lumber is sufficiently dried it is placed on little cars made expressly for that purpose, and wheeled directly into the mill-room, where it is cut up into proper shapes for both pianos and organs. For this purpose the company have all the latest improved machines. The work is divided between the two factories, the organs being made in one, while the other is devoted exclusively to pianos. All the mill work, however, is done in the organ factory. These factories give employ-

ment to between five and six hundred men. Each factory is divided by a thick fire-wall into three parts. There are thirty of these rooms, besides the office in the front of the piano factory. The company is now shipping about 100 pianos every week, or about 5,000 per annum. Permission to visit the factories may be obtained at the Wabash avenue salesroom.

The new Kimball building on Wabash avenue is one of the finest edifices for the purpose in the country. It has a frontage of eighty feet, is seven stories high, and is built of chocolate-colored brick, with brown-stone trimmings. All the walls are deadened and all the floors double, with cement filling and air-chambers between. No expense has been spared to make this one of the strongest and most durable buildings of its kind. The ware-rooms and offices occupy the first floor; Kimball Hall, with two rooms adjoining for the exhibition of Concert and Baby Grands, occupies the second floor. The hall has a seating capacity for about 600 people, but it is so arranged that the two rooms devoted to the sale of grands can be used to enlarge the hall by means of folding doors, which will double the seating capacity. The five floors above are furnished for offices and studios, front and back, for the use of musicians, teachers, artists, etc. There are upwards of fifty of these rooms, the most of which are already engaged. The hall and ware-rooms are ventilated by a new special system of exhaust ventilation, by means of which every particle of air can be changed every fifteen minutes. The temperature is controlled by an electric apparatus, which acts automatically and can be adjusted so as to furnish any degree of heat required. All of the elevators are run by electric motors and the building is lighted throughout by incandescent lights. The latest improvements of all kinds in every department have been used, and every detail carefully attended to in order to make this a model structure. Location of building, 243 to 253 Wabash ave.

HOSPITALS AND DISPENSARIES.

The hospitals of Chicago are numerous, the system under which they are conducted, as a rule, is liberal, their management is admirable, and their charity is Catholic in its scope. The visitor or stranger in this city if stricken down by accident or disease need not fear but that he will be cared for with the same solicitude and tenderness that he would find at his own home, no matter what his nativity or his creed may be, or whether he be rich or penniless. The hospitals of Chicago never close their doors upon the stranger. Public, private, protestant, Roman Catholic and Jewish institutions alike are open to men, women and children in distress, without question, and, when there is a necessity for it, without price. There are thirty-five patrol wagons in the police service, every one of which is equipped as an ambulance, and is used as such in case of emergency. One or more of these may be summoned to the scene of an accident, or to the relief of a striken person, within the space of ten minutes from almost any given point in the city. In addition to the patrol ambulance service, there are two regular ambulances, built especially with a view to the comfort of afflicted or injured persons, and this number will in all probability be increased to twenty-five before the Worlds' Exposition is held here. To Miss Ada C. Sweet belongs the honor of originating

the regular ambulance service in this city. Those who need medical attendance and medicine, and find themselves unable to meet the cost of the same, will be provided for at the various dispensaries mentioned below. The hospitals and dispensaries of the city are as follows:

Dispensaries.—ALEXIAN BROTHERS' HOSPITAL, Pharmacy, 539 N. Market st. AMERICAN COLLEGE OF DENTAL SURGERY, 78–80 State st. ARMOUR MISSION, Thirty-third st., se. cor. Butterfield st.; open daily (Sundays excepted) from 9 to 11 A. M. BENNETT FREE DISPENSARY, Ada and Fulton sts.; Supt., H. S. Tucker, M. D.; attended by the Faculty of the Bennett Medical College; open daily (Sundays excepted) from 1:30 to 3 P. M. BETHESDA FREE MEDICAL MISSION, 406 Clark st.; under care of W. C. T. U.; open every day, except Saturdays and Sundays, from 3 to 5 P. M. CENTRAL FREE DISPENSARY of West Chicago, Wood and W. Harrison sts.; attended by the Faculty of Rush Medical College; Medical Superintendent, Philip Adolphus, M. D.; office hours, 9 to 12 A. M., and 1 to 6 P. M.; Sundays, 9 to 10:30 A. M. CENTRAL HOMŒOPATHIC, S. Wood and York sts.; attended by the Faculty of the Chicago Homœopathic College; Superintendent, Curtis M. Beebe, M. D.; open daily (except Sundays) from 9 to 12 A. M., and 2 to 4 P. M. CHICAGO CLINIC ASSOCIATION, open daily, from 3:30 to 4:30 P. M.; room 215, 70 State st. CHICAGO COLLEGE OF DENTAL SURGERY, 122 Wabash ave.; open daily from 9 A. M. to 4 P. M.; Supt., N. D. Edmonds, M. D., D. D. S. CHICAGO HOSPITAL FOR WOMEN AND CHILDREN, Paulina and W. Adams sts.; open every day except Sunday. CHICAGO POLYCLINIC DISPENSARY, 176 Chicago ave.; open 8:30 A. M. to 6 P. M. daily. CHICAGO SPECTACLE CLINIC, 70 State st., room 209; open 9 to 10 A. M.; Dr. Fannie Dickinson, surgeon in charge. GERMAN HOSPITAL, 754–756 Larabee st.; attended by J. Hœlscher, M. D., and hospital house physicians; hours 9 to 12 A. M. and 2 to 4 P. M., except Sunday. HAHNEMANN COLLEGE FREE DISPENSARY, 2813 Groveland ave.; attended by the faculty of Hahnemann Medical College; open all day. ILLINOIS EYE AND EAR INFIRMARY, 121 S. Peoria st.; open daily (except Sunday) from 1 to 3 P. M.; Supt., E. C. Lawton. LINCOLN STREET DISPENSARY (Women's Medical College), 335–337 S. Lincoln st.; open from 2:30 to 5 P. M. MICHÆL REESE HOSPITAL FREE DISPENSARY, Groveland ave., ne. cor. Twenty-ninth st. NATIONAL TEMPERANCE HOSPITAL, 3411 Cottage Grove ave.; open from 10 to 12 A. M. and 2 to 4 P. M.; NORTH STAR, 192 Superior st.; Supt., E. J. Broughan, M. D.; open daily (except Sunday) 1 to 2 P. M. NORTHWESTERN COLLEGE OF DENTAL SURGERY, 1203 Wabash ave.; open from 8 A. M. to 6 P. M. SOUTH SIDE FREE DISPENSARY, Prairie ave. and Twenty-sixth st.; open daily 1 to 3 P. M.; attended by the faculty of Chicago Medical College. ST. LUKE'S FREE DISPENSARY, 1420–1430 Indiana ave.; open daily from 12 M. to 4 P. M. WEST SIDE FREE DISPENSARY, in College of Physicians and Surgeons, 315 Honore and W. Harrison st.; open daily (except Sunday) from 1 to 5 P. M.; Pres., S. A. McWilliams, M. D. WOMAN'S HOSPITAL OF CHICAGO, Rhodes ave., nw. cor. Thirty-second st.; open daily (except Sunday) from 2 to 4 P. M. YOUNG WOMEN'S CHRISTIAN ASSOCIATION (for women and children), 39 Howland blk.; open Monday and Friday from 12 M. to 1 P. M.; Supt., Dr. Odelia Blinn.

Alexian Brothers' Hospital.—Located at 539 to 569 North Market street. Take North Market street car. Conducted by the order of Cellites or Alexian Brothers; Brother Phillip Krainer, rector. A Roman Catholic hospital which

admits all creeds and classes. The hospital is conveniently situated. The buildings are large and handsome. The care taken of patients is unexcelled anywhere.

Augustana Hospital.—Located at 151 Lincoln ave. Take Lincoln ave. cable line. Conducted by the Swedish Evangelical Lutheran Churches. Surgeon-in-chief, Thurman W. Miller. A commodious structure and a hospital of high standing.

Bennett Hospital.—Located at the corner of Ada and Fulton sts. Take Lake street car. President, P. L. Clark, M. D.; resident physician, secretary and treasurer, H. S. Tucker, M. D. A hospital of the smaller order.

Chicago Emergency Hospital.—Located at 194 Superior street. Take North Clark street cable line. Conducted under the auspices of an association of Christian ladies. Its object is to care for persons suddenly stricken, and who can not be removed to the regular hospitals without risk of life. Matron, Mrs. S. Birkner.

Chicago Homœopathic Hospital.—Located at the corner of South Wood and York sts. Take Ogden ave. or W. Taylor st. car. C. T. Hood, Jr., M. D., superintendent.

Chicago Floating Hospital.—Located at North Pier, Lincoln Park. Take North Clark street cable line. Open only during July and August. [See "Chicago Daily News Fresh Air Fund," under head of "Charities."] President, Joseph Stockton; treasurer, George Sturges.

Chicago Hospital for Women and Children.—Located at the northwest corner of West Adams and Paulina sts., West Side. Mrs. J. C. Hilton, president; Mrs. F. B. Williams, secretary; Mrs. Henry Wilkinson, treasurer. Take Madison st. or Ogden ave. cable car. This is one of the handsomest charity structures in the city, and one of the largest institutions of its kind in the world. It was founded in 1865, and was destroyed in the great fire of 1871. Its founder was a woman and a physician, Dr. Mary Harris Thompson, who is still at the head of its surgical and medical staff. Its beginning grew out of the philanthropic work done during the war by the ladies of Chicago among the soldiers and their families. The first building occupied was a small, old-fashioned house at the corner of Rush and Indiana streets. This was opened in May. The following May they removed to a larger building on Ohio street, near Clark. Here they remained three years and three months, and then made another flitting to 402 North State street, where the great fire of 1871 overtook them, laying the building in ashes. The perils under which the patients, twelve in number, suffered that night are still remembered by the survivors. A tent was erected on the prairie, in which the officers and their charges remained until the evening of October 10, when Dr. Thompson, who had been searching for a house, returned with the news that she had found one on the West Side. The patients were hurried away from their uncomfortable quarters to the hastily arranged hospital, a three-story dwelling on West Adams st. The Relief and Aid Society came at once to their rescue, and the entire building was fitted up in a rude way and filled from garret to cellar with women and children, victims of the conflagration. There had been enormous barracks constructed for the temporary assistance of the thousands of homeless people by the Relief and Aid Society, and they finally decided that this hospital must come with these barracks, that more good might be done with the money

STATE AND RANDOLPH STREETS—CENTRAL MUSIC HALL.

necessary to support it separately. The hospital was thus again disunited. After a few weeks' trial of this consolidation the hospital ladies were informed that they must again assume charge of their patients, and gave them out of the relief fund $25,000 for the purchase of a prominent site for their institution. With this they bought the lots at Paulina and Adams sts., 150x130 feet, on which stood a large brick building. This was raised and remodeled at an expense of $3,000. The hospital occupied the remodeled dwelling on Adams st. until 1883, when Dr. Thompson determined upon a new one, so sufficiently commodious that no worthy sufferer need be turned away for lack of room. The building was at once begun, and was ready for occupancy in December, 1886; and it is now free of debt and valued, together with its grounds, at something over $100,000. It is five stories and basement and constructed of brick and stone. The entire force within its walls, with the exception of the engineer, are women. The expenses of the institution are met by voluntary contributions from the philanthropic, not only in Chicago, but from all over the land wherever its good works are known, and by receipts from paying patients, who frequently come from distant homes to avail themselves of its superior advantages for treatment and perfect nursing. There are eighty beds, of which twenty are in private rooms. There is a training-school attached, and here their nurses are prepared for the important and delicate duties before them. Dr. Thompson has not resided in the hospital since the fire, but has always been at the head of its medical and surgical staff. She also retains entire charge of the gynecological ward. There are six attending physicians and six physicians on the dispensary staff. The consulting staff are fifteen of Chicago's ablest city physicians.

Cook County Hospital.—Situated between Wood, Harrison, Lincoln and Polk streets, West Side. Take Ogden avenue, Taylor street, or Van Buren street car. One of the largest public hospitals in the world. It is conducted under the management of a Warden, appointed by the County Commissioners. The visitor will be much interested by a walk through the spacious wards and corridors of this immense institution. The Cook County Hospital was established in 1865, though it did not begin its work until January, 1866. Previous to that time the city had been accustomed to board its sick at Mercy Hospital. But in January, 1866, it fitted up two wards in the old City Hospital, at the corner of Eighteenth and Arnold sts., and moved to them twelve patients from Mercy Hospital. These wards were soon filled and additions to the building were erected. But very soon these also were overcrowded, and in 1876 the institution was removed to its present location, at the corner of West Harrison and Wood sts. The new buildings, which were not all erected at the same time, consist now of a long administration building of imposing appearance, and a pavilion of four wards, and a wing of three wards on each side of it, with generous spaces between all these buildings, conducing greatly not only to their appearance, but to the light, ventilation and comfort of the wards. They are situated on a lot containing twelve acres of ground. In the administration building are the main office, the examining-room for patients, the drug store, the office of the custodian, the office for coroner's inquests, the offices of the warden, the registrar, the chief clerk, the hospital committee, and the medical board, and the private apartments of warden, internes and druggist. In the rear of this building is the instrument-room, the office of the training school for nurses, and the amphitheatre. The buildings taken together constitute almost a village in themselves. It has an immense laundry, a kitchen that turns out 4,000 pounds of bread a week, a large drug store, a

grocery store and its own carpenters, painters, steamfitters and plumbers. It always contains 500 patients and 200 physicians, nurses and employes. The kitchen has in connection an ice house holding forty tons of ice. The wards are fourteen in number, and of these, three are male medical, five are male surgical, one is female medical and two female surgical, in addition to one obstetrical ward and one ward for children. The pavilion wards are very large, being 120 feet long by thirty in width. They are lighted by windows on each side and contain a row of beds on each side. There are in each of them about forty-two beds. The wing wards are 46 by 15 feet in size and contain about thirty beds. They are lighted by windows on three sides. Every ward has in connection with it a bath-room, a nurse-room, a linen-room, a kitchen and dining-room. The surgical wards have also operating rooms. The beds are all of iron, with woven wire springs. The floors of the wards are of Georgia pine and the floors of the corridors are paved with tiles. The organization of this vast establishment is large enough for many a city. The officers now are, John J. Phelan, warden; Dr. Louis J. Mitchell, registrar; T. W. Corkell, chief engineer; John J. Mahoney, custodian; Dr. D. P. Russell, druggist, and Miss Virginia S. Field, superintendent of nurses. The medical attendance is furnished by three large medical boards, one for the allopaths, one for the homœopaths and one for the eclectics, and each board is divided into corps of surgeons, physicians, gynæcologists, oculists, aurists and pathologists. In like manner there is a house staff for the allopaths, another for the homœopaths and another for the eclectics, and each staff is divided into surgical officers and medical officers. High over all these officials are the hospital committee, consisting of J. W. Reilly, chairman, J. T. Kelly, N. A. Cool, O. D. Aller and P. F. Maloney, who have fine apartments and are treated with wonderful respect at the hospital. During the six months ending January 1, 1889, there were received and treated 3,255 cases, and during the six months ending July 1, 1889, 3,903 cases, showing an increase of 648. As there were 435 patients present on January 1, 1889, and 488 on July 1, 1889, the number in the hospital during the two periods respectively was 3,690 and 4,391. So that, as large as the institution is, it is only a matter of time when its vast accommodations will have to be increased to keep pace with the growing wants of the city.

German Hospital.—Located at 754–756 Larrabee street, North Side. Take Larrabee street car. President and treasurer, F. F. Hemming; secretary, John C. Burmeister; surgeon-in-chief, Dr. Christian Fengar; physician-in-chief, G. Hassert, M. D. This is one of the leading though not the largest hospitals in the city, and is supported by an association of citizens of German birth and descent.

Hahnemann Hospital.—Located at 2813–2815 Groveland ave. Take Cottage Grove ave. cable line. This hospital is established for the homœopathic treatment of medical and surgical diseases. It is the only exclusively homœopathic hospital in Chicago. It is a private institution and wholly under control of its Board of Trustees and Medical Staff. It is open for the reception of patients at all times during the year and takes all classes except contagious diseases. It has a resident physician, a surgeon, a corps of trained nurses and a staff of eminent visiting physicians. Clinics for the treatment of charity patients by specialists in charge of the different departments are held. Women are received for confinement. Pay patients may enter at any time. Charity cases are received from September to May, and may enter two

weeks before confinement. Board, nursing and attendance may be obtained for from nine to twenty-five dollars per week, according to accommodations demanded.

Hebrew Hospital.—Jewish residents of Chicago have in hand the creation of a hospital on the West Side, with a dietary system, strictly in accordance with the orthodox Jewish law. It is said that many people of the faith are deterred from entering other hospitals by fear that the treatment prescribed may interfere with rabbinical laws. The hospital will probably be established this year.

Maurice Porter Memorial Free Hospital.—Located at 606 Fullerton ave. Surgeons, Thurman W. Miller, M. D., W. S. Belfield, M. D. Superintendent, Miss S. O'Connor.

Mercy Hospital.—Located on Twenty-sixth st. and Calumet ave. Take Cottage Grove ave. cable line to Twenty-sixth st. Conducted by the Sisters of Mercy. Medical and Surgical attendance by the faculty of the Chicago Medical College, which is located on the Hospital grounds. [See Northwestern University.] The oldest and one of the largest of existing hospitals. This splendid institution was organized in 1851. The leading medical men of Chicago had opened in 1850 the Lake House, a hospital which they styled The Illinois General Hospital of the Lakes. The city at that time had a population of about 30,000. It was supplied with water by an engine and pump at the foot of Lake st. Chicago previous to this time had neither sewer nor water. The city authorities were making a three-cornered plank sewer on Clark (then spelled Clarke) st. To call attention to sanitary improvements, Dr. N. S. Davis, who has been connected with the hospital ever since, gave six lectures, from the proceeds of which, together with some donations, twelve beds were purchased. Finding that the hospital was not conducted to their liking, the doctors asked the Sisters of Mercy to take charge of it, which they did. They at once doubled the number of beds, and the hospital soon occupied half of the Lake House building. The hospital passed entirely into the hands of the Sisters. For a short time it occupied another structure called the Tippecanoe House, a poorly built and badly arranged affair, from which location it was removed to a building erected by the Sisters for an Orphanage. After several years it was removed to a fine edifice erected for a young ladies' seminary. In 1869 the corner-stone of the present hospital building was laid. The site was purchased in Mother Agatha's time, with the first money laid up by Mother M. Vincent McGeir, when in charge of the old hospital. As Bishop Vandevelde, then in charge of this diocese, had peculiar views regarding the propriety of a religious order possessing property in common, the purchase was made through the agency of a friend. It cost six hundred dollars. The above facts are gathered from a chapter in "Leaves from the Annals of the Sisters of Mercy," written by "a member of The Order of Mercy" (Sister Mary Teresa Austin Carroll) who, upon referring to the original cost of the site, adds: "It is now (1889) worth two hundred thousand dollars!" The probability is that the site is much more valuable to-day than it was in 1889, as it embraces one of the finest blocks, fronting on two of the handsomest avenues in the Southern part of the city. The building erected in 1869, to which additions have since been made, was looked upon at the time as being a magnificent structure. It is a fine edifice, even in the present age of wonders in Chicago architecture, but it has long since ceased to meet the requirements of the sisters. The hospital, always popu-

lar, has had a steadily increasing patronage for the past ten years, and the sisters have been compelled to exercise all their ingenuity to care for the great number who have sought admission. The Sisters at one time cared for the county patients. [See Cook County Hospital.] The medical and surgical departments of the hospital are referred to elsewhere. It is hardly possible to say anything that would be new to the public regarding the Sisters of Mercy as nurses of the sick. Their unselfish devotion, their fearless regard of duty, on the field of battle or in the midst of a plague-stricken community; their gentleness of touch, their patient assiduity in the care of the old and the young, the poor and the rich, the resident and the stranger, have long attracted the attention and the admiration of people, Protestant and Jew as well as Roman Catholic, the world over. The Sisters of Mercy Hospital, in this city, have brought thousands back from the brink of the grave, and composed the minds of thousands more for the inevitable end. They have won the affectionate regard and the most exalted respect of the best people of the community, and no institution in Chicago stands higher than the hospital which they manage. The building has become too small for them. It is not the structure their great work of christain love and charity demands, and it is probable that in the near future either the entire site of the present hospital will be built upon, with the main building facing, Prairie avenue, or a new site, farther to the south, will be selected. The contiguity of the present site to the heart of the city, however, renders it most desirable.

Michael Reese Hospital.—Located at Twenty-ninth street and Groveland avenue; take Illinois Central train to Twenty-first street or Cottage Grove avenue cable line. This is one of the most praiseworthy institutions in the city, and is conducted under the auspices of the United Hebrew Charities, which also has under its charge and protection a training school for nurses, a dispensary, a library, an employment bureau, a relief society, a cemetery, and numerous auxiliary charities. The Executive Board for 1890–91 is as follows: Isaac Greensfelder, president; Herman F. Hahn, vice-president; Herman Schaffner, treasurer; Charles Hefter, financial secretary; Benjamin J. Wertheimer, recording secretary; Boerne Bettman, Bernard Cahn, Morris Einstein, Henry L. Frank, Bernard Mergentheim, Henry N. Hart, Henry Elkan, Emanuel Frankenthal, Jacob Rosenberg, Leo Fox, trustees; Francis E. Kiss, superintendent; S. Bartenstein, superintendent of Labor Bureau.

All red tape is abolished in connection with this hospital, as are regular visiting days at the relief rooms; applicants are received during all business hours of each day and during every business day in the year. Recently the capacity of the hospital, a fine building, has been greatly increased, the training school for nurses established, and a children's ward added. Additional assistants have also been added to the hospital relief force. This hospital ranks among the best in the country, both in its internal arrangements and its medical staff. During the fiscal year of 1889–90 the Relief officers assisted, including adults and children, over sixty-five hundred persons, and a much larger number during 1890–91. Among recent bequests was that of $10,000 from the family of the late Conrad Seiph, and $4,100 from others. Working for the various charities and The Young Men's Hebrew Association, the West Side Ladies' Sewing Society, the North Side Ladies' Sewing Society, the West Side Ladies' Aid Society, the South Side Ladies' Sewing Society and the Young Ladies' Aid Society, all of which contribute largely toward their maintenance. The cemetery is located at Ridgelawn, in the suburbs,

and has been beautified greatly of late. Sixty-one persons were buried there by the United Societies in 1879. For the fiscal year of 1889–90 nearly $17,000 were expended for relief, some $13,500 of which was contributed by the various Hebrew congregations; the general expenses of the hospital amounted to nearly $27,000, exclusive of over $15,600 expended upon permanent improvements. The total amount received by way of donations and subscriptions for relief, and for the hospital, amounted to $33,457.56. The receipts from pay patients, together with the amount of interest collected from the sinking fund, amounted to less than $14,000. The sum total in the sinking fund, of every kind and character belonging to the association, amounted to about $94,000.

National Temperance Hospital.—Located at 3411 Cottage Grove ave. Take Cottage Grove ave. cable line. Mrs. M. C. Baker, president; Mrs. J. B. Payne, treasurer; Linnie M. Ousley, M. D. Conducted under the auspices of the National Woman's Christian Temperance Union.

Presbyterian Hospital.—Location, cor. of Congress and Wood sts., West Side; take Van Buren or Odgen ave. car; chartered on July 21, 1883. This great hospital is conducted under the auspices of a society known as "The Presbyterian Hospital of the City of Chicago." The officers are under the direction of a board of twenty-eight managers. The first board was as follows: Tuthill King, Daniel K. Pearsons, William Blair, Robert C. Hamill, John H. Barrows, C. M. Henderson, John B. Drake, Nathan Corwith, Samuel M. Moore, Henry W. King, W. H. Wells, Henry Waller, Henry M. Lyman, James M. Horton, Willis G. Craig, Cyrus H. McCormick, Jacob Beidler, Joseph P. Ross. The object of the society, as stated in the constitution, is "the establishment, support and management of an institution for the purpose of affording medical and surgical aid and nursing to sick and disabled persons, and to provide them, while inmates of the Hospital, with the ministrations of the Gospel agreeably to the doctrine and forms of the Presbyterian Church." The hospital building is one of the largest and handsomest of the private institutions of the city. During the year covered by the last report 1,351 patients were treated; number of days of treatment, 38,925; number of days of attendants, 2,086; number of patients cured, 749; number improved, 310; number not improved, 28; number of patients died, 87. The nursing of the hospital is under the management of the Illinois Training School for Nurses. [See "Illinois Training School for Nurses."] A large number of beds and rooms are endowed in perpetuity. The permanent endowment amounts to about $80,000 per annum. The will of the late John Crerar bequeathed $25,000 to the hospital. The late Conrad Seiph bequeathed $5,000. The president of the society is Mr. George M. Bogue; the secretary is William A. Douglas. In connection with the society, the Ladies' Aid Society, of which Mrs. D. C. Marquis is president, and Mesdames D. A. Jones, C. H. McCormick, Jesse Whitehead, J. V. Farwell, Perry H. Smith, Jr., G. C. Benton, Mrs. J. L. Withrow are vice-presidents, renders great assistance in raising funds and caring for the internal wants of the hospital. The Ladies' Board of Managers consists of representatives of all the Presbyterian congregations in Chicago and vicinity. Fifteen free beds are now supported by the Aid Society. They raised for the period mentioned $8,154.45, and expended $7,203.11 on furnishings, etc.

Railway Brotherhood Hospital.—Located at the corner of Ada and Fulton sts. (formerly the old Bennett Hospital building). Dr. Perry L. Clark,

physician in charge. Take West Lake street line. The Railway Brotherhood Hospital Association was only recently chartered at Springfield. It is the outgrowth of a movement in the ranks of the Brotherhood of Firemen, and its object is to ultimately establish hospitals for the sole benefit of railroad men at convenient points between New York and San Francisco. Though the firemen have taken the initiative in the movement, it is expected that all the different railroad brotherhoods will eventually come in and give the scheme their financial and moral support.

St. Elizabeth's Hospital.—Located at Davis and Thompson sts.; conducted by the Poor Hand-maids of Jesus Christ.

St. Joseph's Hospital.—Located on Garfield ave. and Burling st., near N. Halstead st., North Side. Take Garfield ave. or N. Halsted car. Conducted by the Sisters of Charity. Sister Mary Cephas, superior. Old residents of Chicago will remember Providence Hospital, in Lake View. It was an unpretentious frame structure in a place rather remote, at that time, from the city, but it was the most suitable which the means of the Sisters of Charity could compass when they took up their hospital work in Chicago in 1869. By unceasing effort, however, a more desirable location was secured, and in 1871 the present St. Joseph's Hospital was erected on Garfield avenue (then Sophia st.) The site is peculiarly suitable for the purposes of the institution, being in the highest and dryest portion of the city and having all the advantages of proximity to Lake Michigan and Lincoln Park. The sanitary advantages of the hospital have well supplemented the skill and care of the excellent staff of surgeons and physicians in charge. The surgeons in charge are—Prof. Chas. T. Parkes and Dr. C. W. Johnson. The physicians in charge are—Dr. Geo. W. Reynolds (obstetrician and diseases of children), Prof. D. R. Brower (mental and nervous diseases), Dr. J. E. Hequembourg, Prof. F. L. Wadsworth (consulting physician) and Dr. Robert Tilley (diseases of eye and ear). The hospital is fitted with all the latest improvements for ventilation, heating, etc., and has accommodations for two hundred patients in wards and private rooms. Of the latter there are fifty, tastefully decorated, thoroughly comfortable, with the most approved furnishings and abundantly supplied with light and air. The wards are also models of neatness and comfort and so carefully have the interests of the sick been provided for that open fireplaces have been placed in each ward. The building is heated by steam. The schedule of prices is so arranged that all classes of patients can be accommodated and avail themselves, at reasonable rates, of the superior advantages of the hospital. Physicians whose names are not on the staff have the privilege of attending patients in the private rooms. Parents of children suffering from chronic medical or surgical diseases requiring prolonged treatment can arrange to leave them in the care of the institution. The out-patient department provides for the treatment of all persons presenting themselves at the hospital office, and includes the same wide range of treatment as the hospital proper. Persons without means are made welcome to the advantages of this department.

Of the tenderness and care with which the sisters of charity treat all persons, of whatever degree, committed to their charge, it is hardly necessary to speak. The unremitting attention, the more than sisterly solicitude, the constant vigilance and the unselfish devotion of these noble women, in the service of the afflicted, has won for them the warmest respect and admiration of people of all creeds the world over.

St. Luke's Free Hospital.—Located at 1430–1434 Indiana ave. Rev. Clinton Locke, D. D., president; Arthur Ryerson, secretary; N. K. Fairbank, treasurer; George B. Dresher, superintendent. Take Indiana ave. car, Wabash ave. cable line. Get off at Fourteenth st. In the earlier days of Chicago but little provision was made for the care of her worthy poor in time of sickness and distress, such hospitals as then existed being made the resort of the low and vicious. It was in 1864 that the Rev. Dr. Clinton Locke, rector of Grace Church, moved by these distresses, preached a sermon embodying thesecrying wants and the painful details. After listening to this discourse, a few philanthropic ladies, members of his congregation, met him at his vestry door and offered their aid in providing a remedy for all this ill, and implored him for guidance in the effort. He recognized them as his allies in all good works and, accepting their services and the trust, undertook the work that same week. Different committees were appointed. One to look for a suitable house, another to ask for beds and furniture, and still another to solicit money. The following Thursday they all met. A small house of eight rooms had been found on State st., poor and mean, but the rent was only $300 a year, and it had a veranda, a little grass and a few trees in the yard. It was environed by squalor and degradation, but would accommodate six patients in comparative comfort. Enough furniture had been begged to furnish it, and a man and woman were employed to nurse, and they, with the aid of one servant, took care of the six patients. Very little money had been collected by the soliciting committee, the general excuse for not giving being that the idea was "new," that they would "wait and see." But these busy workers were not to be discouraged by such things as these. They got the house in readiness, even to the sign above the gate, painted, gratuitously, by an amateur artist, and reading, "St. Luke's Free Hospital." That it should be recognized as absolutely free was the determination. In a day or two the first patient was brought in, and on the next day the second. This man was suffering from delirium tremens, and through his acquisition the infant hospital obtained some free advertising. The first thing he did was to jump out of the window and stab a passing pedestrian. Then the hospital had three patients.

Shortly after this a gentleman came to the president saying that an unfinished building which had been intended for a workmen's boarding house had come into his possession. It was built down among the railroads and shops, near the corner of Indiana ave. and Fourteenth st. This gentleman offered to donate $2,000 toward its purchase and completion, and guaranteed, with some assistance, to collect what more would be needed. The building was purchased and finished as could best be done for hospital purposes. Before it had occupied its new home a year the great fire came and its every available corner was filled with the injured. From all over the land came money to the rescue, from church people who knew the fire would cut off its ordinary resources, and that it must be maintained by outside donations. By means of these generous donations it was able to purchase the lot upon which the building stood, paying $8,000 for it. Better equipments and conveniences were also added from this fund. Then the endowment of beds began, large sums of money being given, bequeathed, or collected for that purpose. Others took upon themselves the support of beds, paying into the treasury $300 a year for that purpose. The running expenses were now $11,000 a year, and much difficulty was often found in raising that amount. But it was always obtained in some way and the hospital kept out of debt. The work was car-

ried on in this building until the year 1882, when it was removed and the main buildings of the present commodious hospital were begun. During 1890 an additional building was added in memory of the late Samuel Johnston, which makes a fine front on Indiana ave. Since its foundation, February 17, 1864, over 10,000 persons have been received and cared for as "in" patients. During the last year 819 were admitted to the wards and rooms, and 2,360 received medical advice and surgical treatment at the dispensary free of charge. While the hospital is free to those who can not afford to pay, there are some rooms set aside for those who can, or they can be admitted to the wards.

St. Vincent's Asylum and Maternity Hospital.—Located at 191 La Salle avenue. Take Clark or Wells street cable lines. Conducted by the Sisters of Charity. This institution is for the care of infants and children under five years of age, who can be reclaimed by parents or friends at any time, unless they abandon them or desire to give them up for adoption. The building is capable of accommodating two hundred children. It is provided with a perfect system of ventilation, all modern improvements and is heated by steam, making it altogether one of the finest institutions in the Union. Two spacious rooms on the first floor, each thirty by forty feet, are devoted to playroom and Kindergarten purposes, and the exercise there obtained is supplemented by recreation on the large balconies attached to the playroom. There are also large nurseries where mothers are accommodated with their infants, free, on condition that each woman will nurse another infant. Arrangements can also be made to have infants wet-nursed. A portion of the building is fitted up as a lying-in department which is entirely private. Patients can be accommodated according to their means. In the wards the terms range from $6 to $8, and in the private rooms from $10 to $20 per week, according to the room selected.

United States Marine Hospital.—This government building is located at Lake View, about five miles north of the harbor, and is accessible by the Evanston and Alexandre avenue extension of the North Clark street cable line of cars. An act of Congress of June 20th, 1864, authorized the sale of the Marine Hospital, then on the land adjacent to old Fort Dearborn, and the purchase of a more eligible site; but, before the premises had been surrendered, the building and contents were destroyed by the great fire of October, 1871. The land selected was the lake front, on which a strong breakwater was constructed, and the erection of the hospital began in January, 1867. It was opened for patients November 17, 1873. The hospital is built of stone, and is 340 feet long; it has a basement, and is three stories high, consisting of a center portion, with attached wings. It is an imposing building, with a general appearance of plainness and stability. The center portion is used for a hospital dispensary, offices and quarters, while the wings contain six wards, each 75 feet long and 30 feet wide; well-lighted, thoroughly ventilated and conveniently arranged, with a total capacity for 150 patients. The sanitary precautions in drainage, and provisions for the suppression of fire throughout the building are of the most approved plans. The steam-heating apparatus, laundry and steam pumps, are in an adjacent building. The original cost of the hospital was $424,745, in addition to which $75,000 has been expended for improvements upon building and grounds. The beneficiaries of the United States Marine Hospital "are those employed in the care, preservation or navigation, of any vessel of the United States." Special provision is made

CLARK STREET ENTRANCE TO LINCOLN PARK.

for seamen taken from wrecks, and those of the various government services. Sick and disabled seamen, whose diseases and injuries are of such a nature that they can properly be relieved by medicines, dressings or advice, without admission to the hospital, are treated at the Marine Hospital Dispensary. The number of patients treated in this hospital since its opening to January, 1891, is 10,830, and 34,463 in the dispensary. The hospital is in charge of a staff of medical officers of the marine hospital service, who are commissioned by the President of the United States and subject to change of station. The attendants are selected with a view to their proficiency, and their appointments are free from personal or political influence; they are uniformed, and a strict observance of rules required of them. The expenses of the hospital are paid with money derived from the general tonnage tax collected from vessels returning from foreign ports, and no money is expected or received in any way from patients admitted. The hospital is open at all times to visitors interested in its construction or management, and to the friends of the patients.

Wesley Hospital.—Located at 355-357 E. Ohio street, North Side; take North Clark street cable line or North State street car; this is the Methodist Episcopal hospital of the city. The officers are: Rev. Luke Hitchcock, D. D., president; James B. Hobbs, vice-president; Matson Hill, secretary. Trustees: E. W. Burke, N. W. Harris, C. D. Hauk, H. A. Goodrich, W. E. Blackstone, Rev. R. D. Sheppard, D. D., James B. Hobbs, Rev. Luke Hitchcock, D. D., Rev. F. M. Bristol, D. D., Hiram J. Thompson, whose terms expire 1890; Rev. C. E. Mandeville, D. D., M. P. Hatfield, M. D., Charles Busby, I. N. Danforth, M. D., R. D. Fowler, L. L. Bond, Hon. O. H. Horton, J. L. Whitlock, Rev. C. G. Trusdell, D. D., C. B. Eggleston, whose terms expire 1891; Geo. D. Elderkin, Matson Hill, W. H. Rand, J. S. Harvey, M. H. Wilson, Wm. Deering, D. R. Dyche, M. D., Rev. H. G. Jackson, D. D., Henry Rieke, J. Shelly Meyer, whose terms expire 1892. Superintendent, J. Shelly Meyer; superintending nurse, Miss M. E. Simonds; matron, Miss Mary Jefferson; opened for the reception of patients February 1, 1889. Among the recently established institutions of Methodism it would be difficult to find one with more vigor and usefulness than Wesley Hospital. At the end of the first year the hospital had given treatment to nearly one hundred cases; the bills had all been paid with a small balance remaining in the treasury, and many persons desiring to enter during the year had been refused admission for want of room. The trustees learning these facts unanimously recommended the renting of the private house adjoining the hospital, thus doubling the capacity. This charity, though in its infancy, is meeting with very generous support, particularly from members of the Methodist Church. The Chicago Training School for nurses is in charge of the nursing department. More room and better facilities will be added during the coming year. The interest on $5,000 endows a free bed, and contributions are welcomed from all charitable people.

Woman's Hospital.—Located at Rhodes avenue and Thirty-second street, South Side; take Cottage Grove avenue cable line; chartered November 16, 1882. This corporation is a continuance of "The Woman's Hospital of the State of Illinois," and is perpetual. Officers: Mrs. J. B. Lyon, president; Mrs. C. W. Greene, vice-president; Mrs. A. J. Vaughan, secretary; Mrs. V. D. Perkins, treasurer. It is specially devoted to the treatment of the diseases and accidents peculiar to women, irrespective of creed, color, or condition in life; to the clinical instruction of students of medicine; to the practical train-

ing of nurses. The hospital does not treat *all* diseases; only those *specially pertaining to women.* Patients are of two classes: First, house-patients, those admitted within the Hospital, to reside until discharged; second, out-door patients, those who apply to the outdoor department for treatment at stated intervals. In connection with the hospital is a training school for nurses. The object of this department is to give young women a careful training in the nursing of women, particularly after surgical operations, in acute and chronic diseases peculiar to women, and in obstetrical cases. The number of patients treated annually is about 300 ; total receipts per year about $20,000, disbursements about the same.

HOTELS.

There are at present between fourteen and fifteen hundred hotels in the city of Chicago, including small and large, and houses of all grades, but excluding lodging houses, boarding houses and distinctively family hotels, where no transients are received. The united capacity of these hotels is estimated as 175,000. It is believed that they could, if pressed, accommodate 100,000 additional guests. But this will not be necessary. Numerous immense hotels are either projected or being constructed at the present time. The spring of 1893 will find Chicago ready with ample hotel accommodations for 500,000 guests. Neither the boarding houses, nor houses where furnished rooms may be rented, nor lodging houses, are considered here. Outside of the hotels there are eating houses or restaurants and cafés, with an estimated feeding capacity at the present time of 25,000 persons daily. The hotels of prominence in Chicago are as follows:

Atlantic Hotel.—Located on the corner of Van Buren and Sherman sts., opposite the Van Buren St. depot, and in the Board of Trade center. A hotel which, although not making any great pretentions as to style, has been patronized during the past twenty years by thousands of the better class of Western merchants, commercial travelers and tourists. It is most conveniently situated. The hotel lies in the outer edge of the great wholesale dry goods, jobbing, hats and caps and boots and shoes district and is within one-third of a mile of the leather, iron, agricultural implement and woolen warehouse centers. Four blocks to the northeast lies the great retail and shopping district. The Board of Trade building is directly opposite the Atlantic Hotel's door; the postoffice is three blocks distant; five of the principal city banks are inside the same area, and the more important office buildings are less than five blocks away. Rates, $2.00 per day. Cummings Bros., proprietors.

Auditorium Hotel.—Situated on Michigan avenue and Congress street; occupies entire eastern half of the great Auditorium structure. It is under the management of the Auditorium Hotel Company, J. H. Breslin, of New York, president; R. H. Southgate, vice-president and manager. Take Wabash avenue cable line to Congress street. The hotel is but a short walk from the terminals of all the street car and railroad lines. The building which it occupies is the grandest on the continent, and was prepared to meet the requirements of a great high-class hotel without regard to labor or expense. Every one of the 400 guest rooms is finely furnished, while many are beautifully decorated. The furniture of this palatial hotel is in keeping

with the surroundings. The culinary department and dining room (175 feet long) being located at the top of the structure, the hotel is entirely free from all disagreeable odors. The view from the dining room during meals is superb. [See "Auditorium Views."] On a clear day the shores of Wisconsin and Michigan are distinctly seen. The banquet hall is without a peer on the continent. The rotunda of the hotel is in itself worth a visit from strangers; supported by massive marble columns and decorated in the highest style of art, with Mosaic flooring, rich carvings and costly fittings, it is the grandest hotel office in the world. The Auditorium Hotel is the most fashionable in Chicago, and many of the most exclusive people in the city are its regular guests. The cuisine is pronounced unsurpassable.

The banquet hall of the Auditorium hotel is probably the most magnificent in the world.

Briggs House.—Located on Randolph st. and Fifth ave., one of the oldest and most popular of the great hotels of the city. Its location is most central, being convenient to the wholesale as well as the retail districts of the city, the Board of Trade quarter, etc. The hotel is a stately structure and is admirably managed. Rates $2 and upward. Frank Upman, proprietor.

Burke's European Hotel.—Located on the south side of Madison between La Salle and Clark sts., in the heart of the business center. This is a first-class house in every particular and is conducted to meet the demands of the traveling public. The great "Chicago Oyster House" restaurant is run in connection with it. Room and board separate. Cl. Brinkman, proprietor.

Clifton House.—Located on Monroe st. and Wabash ave., convenient to the retail center, railroad depots, street car terminals, etc. A family and commercial hotel combined. The hotel contains two hundred handsomely furnished rooms. Rates $2.50 to $3 per day. Woodcock & Loring, proprietors.

Commercial Hotel.—Located on the cor. of Lake and Dearborn sts., a hotel for the accommodation of country merchants and unpretentious visitors. Well managed and respectable. Rates $2 per day and upward.

Continental Hotel.—Located on Wabash ave. and Madison st., in the business center. Very popular with country shoppers and merchant buyers. Rates moderate. Mrs. Hannah Collins, proprietress.

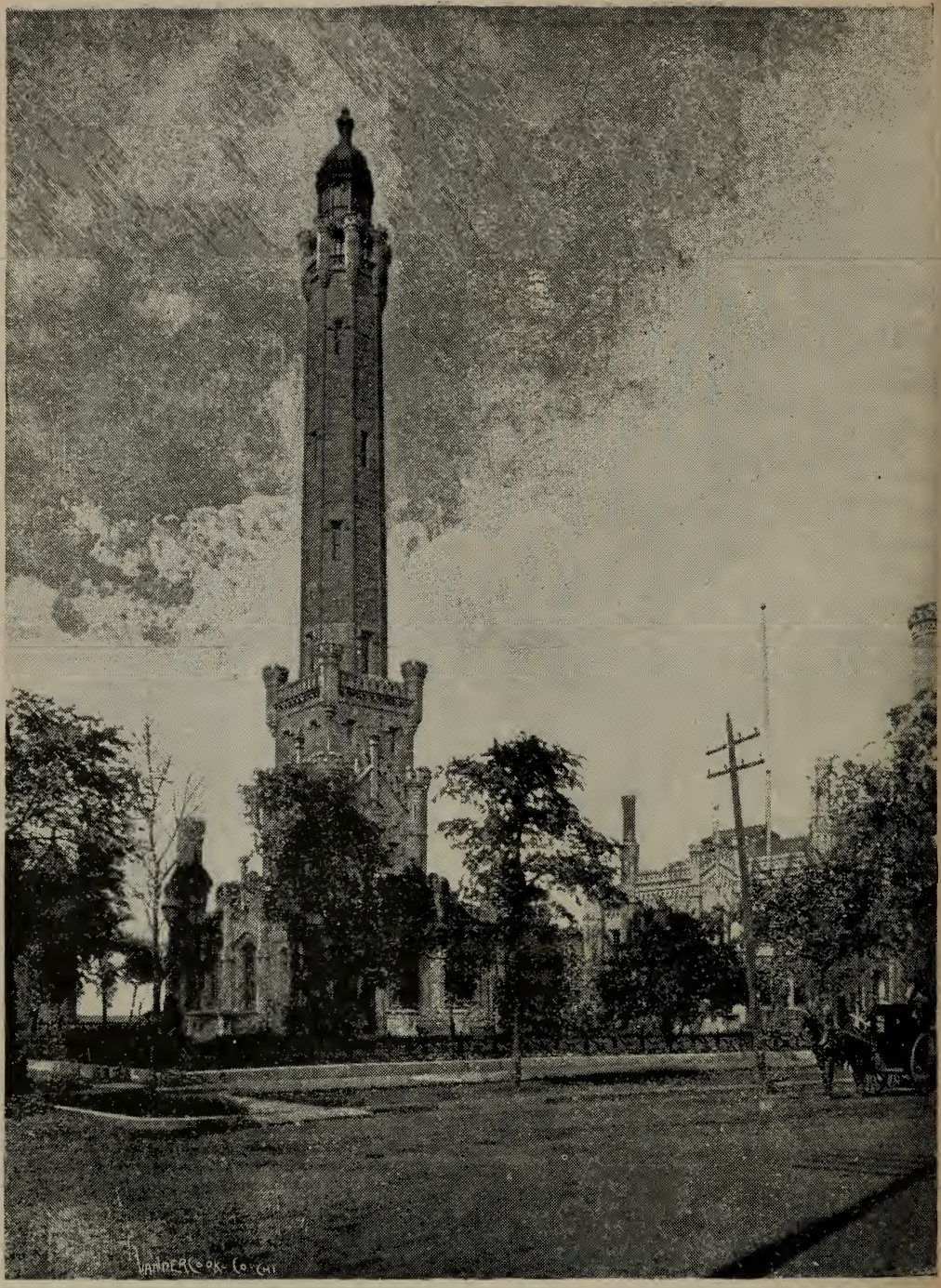
Gault House.—Located on West Madison and Clinton sts. The leading hotel of the West Side. Very convenient to Union depot. This is one of the oldest hotels in the city. It is managed admirably and is popular with travelers and families. Rates $2 and upward. Rogers & Fall, proprietors.

Gore's Hotel.—Located at 266–274 S. Clark st. Conducted on the American and European plans. A splendid building, handsomely furnished and centrally located. Stands well. Gore & Heffron, proprietors.

Grand Pacific Hotel.—Located on La Salle, Jackson and Clark sts. The Jackson st. front almost faces the Board of Trade. The Clark st. front faces the general postoffice. The La Salle st. front faces some of the immense office buildings in the Board of Trade center. The main entrances are on La Salle and Clark sts. The ladies' entrance is on Jackson st. This building was scarcely completed in 1871 when the great fire swept it out of existence in a single night, although its construction was almost wholly of iron, stone and glass. It was immediately rebuilt and opened to guests in June, 1883. Although acknowledged to be one of the finest hotels in the world when com-

pleted, it has undergone many improvements since then. The principal internal improvements consist of the introduction of a second passenger elevator, of the Crane hydraulic pattern; the entirely new system of electric lighting, operating thirty arc and nearly one thousand incandescent lamps; the thorough remodeling and refitting of the public closets in marble, brass and mahogany; the refitting of the exchange and bar; and the establishment of the Grand Pacific cafe and lunch room. During 1890 an addition of 100 guest rooms was made, greatly increasing the capacity of the hotel, which now contains over 600 rooms. Besides making the mentioned improvements in the hotel, its proprietors have caused the guests' parlors and chambers to be completely renovated, redecorated and refurnished, and the Grand Pacific Hotel is in a better condition than ever to offer every luxury and comfort that its guests may require. The following are the dimensions of the hotel and some of its principal rooms: Grand dining hall, 137x62 feet; ladies' ordinary, 65x60 feet; ladies' parlors, 96x25 feet; grand corridor and promenade, 127x30 feet; cafe and lunch room, 137x56 feet; rotunda and office, 178x157 feet; exchange and bar, 161x118 feet; halls (Jackson and Quincy sts.), 315x12 feet; halls (Clark and La Salle sts.), 176x12 feet. The total frontage of the Grand Pacific is over one thousand feet, and the building covers nearly an acre and a half of ground. The building contains 35,000 square feet of dimension stone, 30,000 square feet of rubble stone, 7,500,000 bricks, 8,500 yards of sand, 1,100 barrels of cement, 12,000 barrels of lime, 12,000 cubic feet of limestone, 40,000 cubic feet of sandstone, 596,000 square feet of pine flooring, 52,000 square feet of walnut and maple flooring, 82,000 linear feet of door and window casings, 237,000 square feet of inside blinds and shutters, 1,035 windows, 1,188 doors, 269 bath tubs and closets, 153,000 yards of plastering, 225,000 square feet of marble tile flooring, 7,500 square feet of slate tile flooring, 485 marble mantles, 8,500 square feet of polished plate glass. The gas fixtures include 37,145 feet of gas-pipe, 532 chandeliers, employing 1,714 burners, and 905 bracket lights, employing 1,215 burners. There are 31 electric arc lights and 850 incandescent lamps, 2,200 feet of speaking tubes, 28 mouth-pieces 49 miles of wire, 615 fire-alarm bells and 9 annunciators, containing 559 indicators. There are sub-offices and separate annunciators on every floor. There are 11,445 square feet of sidewalk, 1,821 square feet of area platforms and 1,215 linear feet of steps. The hotel contains nearly 38,000 yards of carpet. In round numbers, the cost of the building may be placed at $1,400,000; that of the furniture, $400,000, and the value of the ground (lease-hold) $1,600,000. The Grand Pacific Hotel is convenient to every railroad office in the city, the majority of which are clustered within a distance of a block; it is within five minutes' walk of every principal bank, the insurance district, the great wholesale district, the retail store section, and is no more than half a block from every large grain and commission house in Chicago. It is near all the theatres and places of amusement, and cars leading to the churches, parks and boulevards constantly pass the door. Messrs. Drake, Parker & Co. are the proprietors and managers.

Hotel Brevoort.—Located on the north side of Madison, between La Salle and Clark sts. This is one of the best-known hotels in the city. Recently greatly enlarged. It is popular with travelers and merchant-buyers, being situated close to the wholesale and retail districts. Exclusively European. George N. Hubbard, proprietor.



NORTH SIDE WATER TOWER.

Hotel Drexel.—Located at 3956 Drexel blvd. (entrance to Washington Park). A family hotel of high standing. Its situation is healthful and beautiful.

Hotel Grace.—Located on Clark and Jackson sts., opposite the post-office. Conducted on the European plan. A splendidly furnished, high-class house. Edward Grace, proprietor.

Hotel Wellington.—Located on Wabash ave. and Jackson st. This was formerly the Matteson House, but it has been completely remodeled, and is now recognized as one of the ultra-fashionable hotels of the city. The hotel is magnificently arranged, decorated in the highest style of art and furnished sumptuously. It is conducted as a hotel for the very highest class of patrons; those who are willing to pay for the very best of everything. The *cuisine* is pronounced unequaled in the city. Every accommodation for guests, and every luxury that could suggest itself or be suggested by an inquiry into the management of the best hotels in the world, have been adopted here. The Gage Hotel Company, proprietors.

Hotel Woodruff.—Located on Wabash ave. and Twenty-first st. This is a first-class and almost an exclusive family hotel. It is beautifully situated and well managed. The hotel has 100 rooms. Rates, $3 to $4 per day. J.W. Boardman & Co., proprietors.

Hyde Park Hotel.—Located at Lake ave. and Fifty-first st. An elegant family hotel, convenient to the South parks. One of the largest hotels in the city. Winter & Milligan, proprietors.

Leland Hotel.—Located on the corner of Michigan blvd. and Jackson st., Lake front, facing the site of a portion of the World's Columbian Exposition. For many years this was known as the Gardner House, but not until its name and management were changed did it come to be reckoned among the great hotels of the city. Its location is charming, on one of the finest boulevards in the city, overlooking the majestic Lake Michigan and yet being within easy access of the entire business section, the railroad depots, street car terminals, retail stores, theatres, etc. Numerous improvements have been made both in the interior and exterior of the building from year to year, and they are still going on. An immense addition to the structure is among the latest of these. The sanitary condition of the hotel has received the serious attention of the proprietor. The latest and best methods to insure the escape of all gases and offensive odors have been adopted, and the sewerage has been pronounced perfect. Recent alterations have made the house more beautiful than ever. The renovating and painting have been accomplished by experienced and competent artisans; and the frescoing of all the halls, parlors and public rooms has been by the hand or under the eye of the famous Almini. The *cuisine* department has been supplied with new and improved ranges and all the latest and best utensils to insure wholesome and savory food of every kind. The dining room of the Leland is a large, well lighted, handsome, airy room, finished in the latest style. In the hallway leading to the dining room, between the hours of half past five and eight o'clock, an orchestra of six pieces is stationed to render music during dinner time. This is a feature that no other hotel in Chicago has for the enjoyment of its guests. The advantages are at once perceived of a sojourn at a hotel past which all the finest turnouts of a great city quietly but rapidly drive. From the front of the Leland its inmates may, without the slightest inconvenience or undue curiosity, scan during every fine day the beauty and dress of

the *elite* of Chicago, as well as their attractive carriages and equipages. No watering places on the continent offer so fine a point to study the exterior characteristics of the distinguished leading citizens of a population of much more than a million, as do the balconies and windows of the Leland Hotel. No noisy procession, street cars, market wagon or peddler is allowed on this boulevard. During the greater part of every fine day, beautiful carriages are moving continuously, but when the hours of rest approach, the avenue becomes quiet, and so remains until the seekers of health, pleasure and recreation turn out in their carriages on the morrow. The Leland has superior accommodations for families and gentlemen, with a table of peculiar excellence. Warren Leland, proprietor.

McCoy's European Hotel.—Located at the corner of Clark and Van Buren sts. A first class hotel conducted on the European plan. William McCoy, owner and manager.

Palmer House.—Located on the southeast corner of State and Monroe sts., in the heart of the city, with a frontage on State st., Monroe st. and Wabash ave. Main entrance on State st.; ladies' entrance on Monroe st. The building occupies about one-half of the entire block. It covers an area of 76,550 square feet; is nine stories in height, has 708 rooms and accommodates usually from 1,000 to 2,400 guests The grand rotunda of the hotel is 64 feet wide, 106 feet long and 36 feet in height. The dining room is one of the most elegant in Chicago. The parlors and waiting rooms are superbly furnished. The entire furnishings and fittings of the house are of the first order. The Palmer House is itself one of the most imposing and beautiful structures in the city. It is a popular hotel for commercial people, and its rotunda most of the time day and night is a sort of a rendezvous for the merchants of Chicago or their representatives and visiting buyers. The Palmer House is conducted on the European plan. The charges are regulated entirely by the accommodations required. Mr. Potter Palmer is the sole proprietor and manager. This magnificent hotel was destroyed by fire before being completed in 1871. Hardly had the debris cooled off, however, ere Mr. Palmer began the work of excavation for the new structure. A great part of the time during the rebuilding operation workmen were employed day and night, immense calcium lights being used after the sun went down. The new Palmer House was opened in the year 1873. [See Illustration.]

Richelieu Hotel.—Located on Michigan blvd., between Jackson and Van Buren sts., Lake Front. A hotel of fashion conducted after the manner of exclusive hotels in Europe. Has a large patronage from a certain class of European travelers, star actors, actresses, etc., who desire to live neck-deep in luxury. It is magnificently furnished and employs chefs of illustrious degree. Rates high.

Saratoga Hotel.—Located at 155, 157,159 and 161 Dearborn st., in the heart of the business section. This hotel is conducted on the "European plan," that is, guests pay only for rooms they occupy and such meals as they may require, or may take their meals elsewhere. Rates 75 cents per day and upward. The house has 200 rooms, newly furnished, with hot and cold running water and steam heat in every room furnished free. Rooms with baths and parlors attached on every floor. Office on ground floor, with elevator, electric lights and all modern improvements. The Saratoga Restaurant is run in connection with the hotel and under the same management. The restaurant has been thoroughly renovated and furnished new throughout, and is conducted in first-class manner at popular prices.

Sherman House.—Located at the northwest corner of Clark and Randolph sts., opposite the north entrance to the Court House. This is a landmark and one of the historic structures of the city, marking as it does a site which has been familiar to Chicagoans from the earliest settlement of the place. One of the first mayors of the city had his blacksmith shop here, and the original Sherman House was erected on the spot by Francis C. Sherman, who afterward became the fifth mayor of the city, in 1836. This was an humble building. Mr. Sherman very considerably enlarged, remodeled and improved it in 1861, and up to the time of the great fire of 1871 it was the most pretentious hotel in the city. It fell before the enemy on the night of October 8, 1871, but was soon re-built as it stands to day. The hotel takes its name from Mayor Sherman and not from the famous Union General, as many in these days suppose. For years past the Sherman House has been a favorite stopping place for provincial merchants and the better class of theatrical people. "Long" John Wentworth made it his home during the latter portion of his life, and his massive form was a familiar figure in the rotunda and corridors of the building. A portion of the interior of the structure was remodeled within the past three years, a process which resulted in giving more light to the inner rooms and making the house appear generally more cheerful. It is a first-class hotel, well furnished, well managed and conducted more with the view of making its guests feel comfortable than with impressing them with display. The rates are moderate in comparison with some other houses. J. Irving Pearce, proprietor.

Southern Hotel.—Located on Wabash ave. and Twenty-second st. A first-class family hotel, well furnished and equipped. E. A. Bacheldor, proprietor.

Tremont House.—Located at the se. cor. of Lake and Dearborn sts. This is one of the oldest hotels of Chicago, having succeeded one of the pioneer inns of the city. It has been three times destroyed by fire. Under the management of the late John A. Rice it reached the highest standing and popularity. The hotel is a little too far removed from the recognized center of the city to be popular with the commercial people and its guests are generally persons demanding quiet rather than coveting the bustle of the other great houses. In comparison with the other great hotels, also, it is small, containing only 250 rooms. These, however, are all handsomely furnished, and every modern convenience and luxury known to hotel management has been introduced. Proprietors, Alvin Hulbert and W. S. Eden.

Virginia Hotel.—Located at 78 Rush st., North Side. One of the largest and most beautiful private and family hotels in the world. The building is a splendid specimen of modern hotel architecture. This is a high-class house in every sense.

Other Hotels.—Other hotels from which the visitor may make a selection are as follows. The locations given will be the best guide in many respects for the stranger. Those in or near the center of the city are most convenient; those situated farther out are generally more pleasant for persons seeking quiet. ADAMS HOUSE, 4703 State; ALBEMARLE HOUSE, 262 to 266 State; ALLEN HOUSE, 4137 Halsted, Union Stock Yards; ALMA EUROPEAN HOTEL, 109 State; ALVORD HOUSE, Oakwood blvd., nw. cor. Cottage Grove; AMERICAN HOTEL, 120 Kinzie; AMERICAN HOUSE, M. C. Coulon, prop., 113 S. Canal; ANNA HOUSE, Delmon W. Norton, prop., 102–104 N. Clark; ARCADE HOTEL, 164 Clark; ARLINGTON HOUSE, 34–36 W. Madison;

AUSTRIAN HOUSE, Mrs. Julia Jackson, prop., 117 Franklin; BALDWIN EUROPEAN HOTEL, 74 Van Buren; BARNES HOUSE, B. L. Newman, prop., 36 W. Randolph; BARTL HOTEL, John Bartl, prop., 355 State; BELVIDERE HOUSE, Henry Walt, prop., 47 State; BENNETT HOUSE, Mrs. E. S. Bennett, prop., 73 Monroe; BOULEVARD HOUSE, Mrs. Sarah Ehlem, prop., 328 Washington blvd.; BOYLE'S HOTEL, Mrs. Bella Boyle, prop., State, nw. cor. Forty-fifth; BRIGHTON HOUSE, Sidney W. Yetter, prop., S. Western ave., se. cor. Archer ave.; BROWN'S HOTEL, Thomas S. Brown, prop., 68 Van Buren, BURLINGTON HOUSE, Levi Pritchard, prop., 680 S. Canal; BURTON HOUSE, 4119 Halsted; BUTCHER'S HOTEL, Archibald Murphy, prop., Loomis, sw. cor. Forty-fifth; CALUMET HOUSE, Joseph Brown, prop., 9001 Ontario ave. (S. C.); CARELTON HOUSE, Mrs. M. Harrison, prop., 78 Adams; CENTRAL EUROPEAN HOTEL, Jacob Pirrung, prop., 13 S. Water; CENTRAL HOTEL, Geo. A. Neeb, prop., S. Chicago ave., nw. cor. Seventy-fifth. (H. P.); CENTRAL HOUSE, Theo. and Ruth R. Nelson, props., 250–258 State; CHICAGO EUROPEAN HOTEL, 156 Clark; CHOATE HOUSE, W. H. J. Dougherty, prop., 268 State, CITY HOTEL, W. F. Orcutt, prop., State, se. cor. Sixteenth; CLARENDON HOUSE, E. Philbrick & Son, prop., 152 N. Clark; COLORADO HOUSE, 123 S. Canal; COLUMBADE HOTEL, 256 Michigan ave.; COLUMBIA HOTEL, J. D. Palmer, prop., State, nw. cor. Thirty-first.; COMMERCIAL HOTEL, 243 Sixty-third (L.); COMMERCIAL HOTEL, A. Burkli; prop., 9440 Commercial ave. (S. C.); CONROY'S HOTEL, 407 State; CONTINENTAL HOTEL, Mrs. Hannah Collins, prop., Wabash ave., se. cor. Madison; COSMOPOLITAN EUROPEAN HOTEL, B. L. Newman, prop., 307 Clark; COURT HOTEL, 487 State st.; CRESCENT HOTEL, E. Fuller, proprietor, 347 Fifth ave.; CULLEN HOUSE, 191 W. Madison st.; DAMON HOTEL, 51 Clark st.; DANNEVIRKE HOTEL, 219 Milwaukee ave.; DAVENPORT HOUSE, A. P. Russell, proprietor, 180 N. Clark st.; DAVIES HOUSE, Robert C. Davies, proprietor, e. of Torrence ave., 5th w. of 106th st. (Cummings); DEBUS HOUSE, Moses Masser, proprietor, 341 Clark st.; DELMONICO HOTEL, 9347 Commercial ave.; DEMING EUROPEAN HOTEL, F. A. Smith, proprietor, 136 to 138 Madison st.; DEPOT HOUSE, 119 S. Canal st.; DORLEY, THOMAS J., 45 Michigan ave.; DOUGLAS HOUSE, Thomas Dickenson & Son, proprietors, 3500 Cottage Grove ave.; DOWLING HOUSE, 137 S. Canal st.; EMPIRE HOUSE, 4141 S. Halsted st.; ENGLEWOOD HOUSE, 315 Sixty-third st. (Englewood); EUREKA HOUSE, 75 Jackson st.; EWING HOUSE, Ewing ave., corner 100th st. (South Chicago); EXCHANGE HOTEL, Mrs. Harriet Butler, proprietor, 7325 South Chicago ave. (S. C.); EXETER HOUSE, J. H. Hicks, proprietor, 146 Madison st.; FARWELL HOUSE, Thomas Dakin, proprietor, S. Halsted, near cor. Jackson st.; FLINT'S EUROPEAN HOTEL, 80 Van Buren st.; GAINES HOUSE, Thomas Gaines, proprietor, 180 N. Clark st.; GARDEN CITY HOTEL, 46 to 48 Sherman st.; GARDEN CITY HOUSE, A. Stierlin, proprietor, 101 to 105 N. Wells st.; GARDEN HOTEL, Marion Radetzky, proprietor, 312 State st.; GERMANIA HOUSE, August Mascher, proprietor, 180 to 182 Randolph st.; GILE, JOHN F., 995 W. Madison st.; GLADSTONE HOTEL, 3035 Michigan ave.; GOLDEN STAR HOUSE, Charles Wegman, proprietor, 203 Plymouth place; GOLDSTON'S HOTEL, S. Goldston, proprietor, 286 Wabash ave.; GRAND HOTEL, Peter Portlend, proprietor, 127 N. Clark st.; GRAND HOTEL, Richard Jaap, proprietor, 230 State st.; GRAND PALACE HOTEL, C. T. Newberry, proprietor, 103 N. Clark st.; GREENWOOD AVENUE HOTEL, Greenwood ave., S. Seventy-sixth st. (H. P.); HAGEMANN'S HOTEL, Mrs. Louise Hagemann, proprietor, 147 Randolph st.; HAMBURG HOUSE, 86 Sherman st.; HAMBURG HOUSE, M. Marks, proprietor, 186 Randolph st.; HARRISON HOTEL, Thomas

Kearney, proprietor, 128 Harrison st.; HAYMARKET HOTEL, J. M. Getman, proprietor, 157 W. Madison st.; HOFFMAN HOUSE, 170 Clark st.; HOTEL ALGER, Fifty-first st., e. of Trumbull ave.; HOTEL BOYD, 2010 to 2012 Wabash ave.; HOTEL BRISTOL, S. S. Buckley, proprietor, 214 Thirty-first st.; HOTEL BRUNSWICK, H. C. Knill, proprietor, Michigan ave., n. w. cor. Adams; HOTEL COLUMBIA, 15 N. State st.; HOTEL CORTLAND, R. Evans, proprietor, 16–22 Adams st.; HOTEL CRYSTAL, James Hayward, proprietor, 34 Washington st.; HOTEL DANMARK, 126 Kinzie st.; HOTEL DAYTON, Theodore Nelson, proprietor, 74 N. Clark st.; HOTEL DEARBORN, Joseph Pratt, proprietor, 398–404 State st.; HOTEL DELAVAN, Mike Teller, proprietor, 143 N. Clark st.; HOTEL DIXON, Malissa Randolph, proprietor, 310 State st.; HOTEL EDWARDS, Charles E. Edwards, proprietor, 334 Washington blvd.; HOTEL FARGO, Marion Radetzky, proprietor, 248 State st.; HOTEL FLORENCE, 111th st., cor. Wall ave.; HOTEL GLENARM, 167 Madison st.; HOTEL HARVARD, 100 W. Madison st.; HOTEL HENRICI, Loewenthal & Buxbaum, proprietors, 70–72 Randolph st.; HOTEL IRVINE, Mrs. R. E. Irvine, proprietor, 71 Van Buren st.; HOTEL KIRKWOOD, 69 Randolph st.; HOTEL LAFAYETTE, E. S. Pinney, proprietor, 111 W. Madison st.; HOTEL LANGHAM, Cleveland & Co., proprietor, 1840 Wabash ave.; HOTEL LE GRAND, Ferdinand Wistawil, proprietor, 39–45 N. Wells st.; HOTEL LINCOLN, Richard Stafford, proprietor, 70 Jackson st.; HOTEL MECHANICS HALL, The Strand, s. of 133d st. (Heg.); HOTEL MIDLAND, F. H. Thompson, proprietor, 135 Adams st.; HOTEL MILAN, Peter M. Lauphier, proprietor, 153 S. Halsted st.; HOTEL NICOLLET, Henry B. Upman, proprietor, se. cor. Randolph st. and Fifth ave.; HOTEL ORIENT, 693 S. Halsted st.; HOTEL RICHLAND, 168 Clark st.; HOTEL RICHMOND, B. F. Bruce, Jr., proprietor, State st., nw. cor. Van Buren st.; HOTEL ROYAL, 1714 Indiana ave.; HOTEL ST. BENEDICT, Chicago ave., nw. cor. Cass st.; HOTEL SVEA, 131 Chicago ave.; HOTEL VENDOME, Fleming J. Hifling, proprietor, North Park ave., nw. cor. Centre ave.; HOTEL WISCONSIN, 22 Wisconson st.; HOTEL WORTH, Will H. Worth, proprietor, 435 Washington blvd.; HUMBOLDT PARK HOUSE, W. North ave., se. cor. N. California ave.: INTERNATIONAL HOTEL, 167 Harrison st.; JEFFERSON'S EUROPEAN HOTEL, 145 S. Canal st.; JULIAN HOTEL, cor. Sixty-third st. and Stewart ave.; KELLER HOUSE, Mrs. Rosa Keller, proprietor, 125 W. Madison st.; KEMP HOUSE, W. Kemp, proprietor, Seventy-sixth st., e. of Woodlawn ave. (H. P.); KUHN'S HOTEL, 165 Clark st.; LAKESIDE HOTEL, 3619 Lake ave.; LA PIERRE HOUSE, J. H. Jett, proprietor, 181 Washington blvd.; LA SALLE HOUSE, Mrs. Frank Leland, proprietor, 47 La Salle; LOGAN SQUARE HOTEL, William F. Gaines, proprietor, 480 N. Kedzie ave.; MACKINAC HOUSE, Mackinac Hotel Company, proprietor, 326–332 State; MASSASOIT HOUSE, Conrad F. Pirring, proprietor, Central ave., sw. cor. S. Water; MATHER HOUSE, Mrs. M. A. Simpson, proprietor, 362½ Wabash ave.; MAY'S EUROPEAN HOTEL, A. May, proprietor, 421 Clark; MCEWAN'S TEMPERANCE EUROPEAN HOTEL, Peter McEwan, proprietor, 91 W. Madison; MERCHANTS' EXCHANGE HOTEL, Philip Dieter, proprietor, 12 S. Water; METROPOLITAN HOTEL, Sternberg & Co., 26 N. Wells; MYERS HOUSE, Joseph Freund, proprietor, 14–16 Bishop ct.; MICHIGAN HOTEL, Wm. E. Burns, proprietor, 346 State; MINNESOTA HOUSE, 97 S. Canal st.; MUSKEGON HOUSE, Jacob Grabenstein, proprietor, 21 Michigan ave.; NATIONAL HOTEL, D. A. Dooley, proprietor, 230 State st.; NEW ENGLAND HOTEL, 129 S. Canal; NORTH CITY HOTEL, 89 N. Wells; NORTHERN PACIFIC HOTEL, 62 Sherman; NORWOOD HOUSE, 91 S. Desplaines; OAKLAND HOTEL, Haw-

kins & Sanford, proprietors, Drexel blvd., se. cor. Oakwood; Ogden House, John Henderson, proprietor, 100 Franklin st.; Old Metropolitan Hotel, Nicholas Yack, proprietor, 192–196 Randolph; Oxford, The, Matthew J. Henderson, proprietor, 159 S. Canal; Panorama Hotel, Victor Johnson, proprietor, 49 Hubbard ct.; Park Hotel, W. W. Townsend, proprietor, Milwaukee ave., Jefferson Park; Park View House, Charles H. West, proprietor, 310 Michigan ave.; Paxton House, Geo. H. Richardson, proprietor, 2458 State; People's Hotel, Malissa Randolph, proprietor, 368–370 State; Phoenix Hotel, Gust. Burdick, proprietor, 77 S. Canal; Putnam's Hotel, 163 Adams; Randolph European Hotel, Mrs. M. Duffy, proprietor, 102 Randolph; Rausley House, Joseph Rausley, proprietor, 499 State; Reaper House, Liberat Damer, proprietor, 1185 Blue Island ave.; Riverdale Hotel, Charles Michaels, proprietor, Indiana ave., s. of 134th st., Riverdale; Rock Island House, 50 Sherman; Rodgers Hotel, T. J. Rodgers, proprietor, 4209–4211 W. Lake; Rose Hotel, 365 Wabash ave.; Royal European Hotel, Mrs. Jessie Brown, proprietor, 37 Adams; Roy's House, John H. McCormick, proprietor, S. Chicago ave., s. 133d, Hed.; Scandinavian Hotel, 87 Townsend; Schaefer's Hotel, August Schaefer, proprietor, 965–967 N. Clark; Sharpshooter's Park Hotel, Henry Neben, proprietor, Jefferson, near 118th; Shelburne Hotel, Mrs. Mary Benson, proprietor, 306 Chicago ave.; South Chicago Hotel, John L. Crawford, proprietor, Ninety-second, near Commercial av.; South Side MadisonHouse, 164 Madison; Stafford's European Hotel, 131 Van Buren; St. Bernard Hotel, 10 Madison; St. Caroline's Court Hotel, 18 Elizabeth; St. Charles, 15 Clark; St. Cloud House, 201 W. Randolph; St. James Hotel, Charles Wittingham, proprietor, 36 S. Halsted; St. Nicholas Hotel, Orsemus Van Der Vort, proprietor, 200 Washington; Sunnyside Hotel, Daniel Browning, proprietor, Clark, se. cor. Sunnyside ave.; Svea Hotel, O. H. Ahlgren, proprietor, 11 Milton ave.; Transit House, L. Everett Howard, manager Union Stock Yards; Union Exchange Hotel, 115 S. Canal st.; Union Park Hotel, Mrs. A. M. Carey, proprietor, 521 W. Madison; Van Ness House, 224 Clark; Walhalla Hotel, A. Doemling, proprietor, 115th, cor. Mountain; Walters' Hotel, John Walters, proprietor, Anthony ave., cor Ninty-fourth (S. C.); Washington Hotel, 17 W. Madison; Waukegan House, 183 W. Lake; Waverly Hotel, John Laurie, proprietor, 130 Lake; Waverly House, 63 W. Lake; Wayne Hotel, 97 Michigan; Wells St. House, Mrs. Louisa Weser, proprietor, 95 N. Wells; West End Hotel, A. F. Doremus, proprietor, 503 W. Madison; West Side Commercial Hotel, 116 W. Madison; Westminster Hotel, Cole & Homan, proprietors, 462 N. Clark; Wheeling House, Joseph Teufel, proprietor, 82–84 W. Lake; Windsor European Hotel, Samuel Gregsten, proprietor, 145–153 Dearborn; Witbeck Hotel, Mrs. Geo. Witbeck, proprietor, 74 Adams; Wyndham Hotel, 2934 Prairie ave.

INEBRIATE ASYLUMS.

The institutions of the city which receive and treat patients suffering from alcoholism are: Alexian Brothers' Hospital, 539–569 N. Market st. (take N. Market st. car); Dr. Chas. W. Earle's private sanitarium, 533 Washington blvd. (take Madison st. cable line); Martha Washington Home (for female exclusively), Graceland and Western aves., Cuyler station, near Ravenswood

(take train at Wells st. depot, Wells and Kinzie sts.); Mercy Hospital, conducted by the Sisters of Mercy, Calumet ave. and Twenty-sixth st. (take Cottage Grove ave. cable line); St. Joseph's Hospital, conducted by the Sisters of Charity, Garfield ave. and Burling st., near N. Halsted st. (take Garfield ave. or N. Halsted st. car), and the Washingtonian Home, W. Madison st. and Ogden ave. (take Madison st. cable line). Of these institutions, hospital treatment only is afforded by all excepting the Martha Washington and Washingtonian Homes. The latter are reformatory institutions, and, when their rules are strictly enforced, do not accept patients merely for physical treatment.

Dr. Keeley's Institution.—Located at Dwight, Ill., seventy-four miles southwest of Chicago. Take Chicago and Alton railroad. Dr. Leslie Keeley in charge. This institution has been in successful operation for a great many years, and Dr. Keeley has accomplished cures in innumerable cases of alcoholism in its most advanced stages. He believes it to be a disease and treats it as such. His "Gold Cure" is a remarkable tonic and affords the patient the necessary assistance during the "letting down period." Thousands of habitual drunkards have been treated here, as well as victims of opium, morphine and other narcotics. Patients find pleasant quarters in the town at a reasonable cost. Particulars as to method of treatment, charges, etc., will be forwarded on application.

Martha Washington Home.—Established by the Washingtonian Home Association in 1881, as an auxiliary of the Washingtonian Home, where females addicted to alcoholism might receive and be benefited by the same treatment as that which males were receiving in the parent institution. The home is located in the country, about one mile west of Cuyler station, on the Chicago & North-Western railroad, or, properly speaking, on the corner of Graceland and Western aves. This institution is in charge of Mary F. Felt, matron, under direction of a committee of admission and discharge, consisting of three members of the executive committee of the Washingtonian Home Association. This committee is composed of Mrs. B. A. Miller, Mrs. Thomas Moulding and Miss E. McDonald. All applications for admission must be made to the committee of admission, excepting under certain circumstances, when the matron may admit applicants pending a meeting of the committee. Persons having a permanent home within Cook county, whose circumstances render it imperatively necessary, are admitted free, at the discretion of the committee on admission; but all other persons are charged for their board and rooms at such rate per week as may be determined from time to time by the executive committee. Persons able to pay are not admitted for a less sum than $10 per week. No person is admitted for a less period than four weeks. All persons, on becoming inmates, bind themselves to observe and obey the rules and regulations governing the internal affairs of the institution and perform any manual labor assigned them. Any deliberate violation of them will be considered good cause for discharge. Applications for admission can be addressed to the matron, Ravenswood, Cook county, Illinois, or to any member of the committee on admission, Chicago. If application is made by letter, full statement should be given of the case, the state of general health and the duration of the habit. The inmates of the Home January 1, 1890, numbered 17; there were admitted

during 1890, 115 inmates; discharged during the year, 115; leaving 17 in the Home on January 1, 1891. The ages of these inmates are given as follows: Between twenty and thirty, 40; between thirty and forty, 45; between forty and fifty, 31; between fifty and sixty, 10; between sixty and seventy, 5; between eighty and ninety, 1; total, 132. These inmates were natives of the different States of the Union and of various foreign countries. The treatment received at the Home is excellent, both as regards its medical and moral aspects, and the committee in charge claims that a very large percentage of those who pass through the institution are permanently reformed.

Washingtonian Home.—Located at the corner of Madison st. and Ogden ave., West Side. Superintendent, Daniel Wilkins, A. M.; matron, Mrs. Daniel Wilkins; physician in charge, Addison H. Foster, M. D; resident physician, Dr. Forest Smith; consulting physician, Dr. Norman Bridge; consulting surgeon, Dr. D. W. Graham; consulting physician for the insane, Dr. D. R. Brower; consulting aurist and occulist, Dr. W. T. Montgomery; physician Martha Washington Home, Dr. W. Goodsmith. Conducted by The Washingtonian Home Association. Officers: President, C. H. Case; vice-president, James Frake; secretary, H. H. Aldrich; assistant secretary, L. P. Richardson; treasurer, George Sherwood. The Washingtonian Home was established in 1863, through the instrumentality of a few gentlemen, notably Rolla A. Law and A. A. Cowdery, members of the order of Good Templars.

Superintendent Wilkins has been in charge of the reformatory work of the Home since 1875. In his last report to the board of managers he said, among other things:

"During the twenty-seven years since October, 1863, 13,009 patients have been treated in the Washingtonian Home. Seven thousand of them were married and represented as many homes, and admitting that each family numbered four besides the father, here are 28,000 mothers and children made happy and cared for, for a longer or shorter period. During these years from one to six wives, separated from their husbands, have been re-united; and assuming an average of two a week 2,700 families have been re-constructed, and the wives and children cheered with a happy home, and very many of them made happy for life and the rest for a longer or shorter time. Six thousand single men have been returned to their homes also to console the hearts of mothers, sisters, fathers, brothers and friends. Who can tell the vast numbers that, through the examples and efforts of our graduates, have been and will be won into the ranks of total abstainers and become a blessing to the world? In view of these facts and results, has the Washingtonian Home paid? Where on the pages of history can you find an institution with such a record, or that has accomplished so much good in so little time and with so little money, as the one you represent to-night? God is with you, and he will bless you in saving yet the thousands who are not able to save themselves. For this work is His work and it can not fail."

During 1890 there were treated in this hospital, by months, the following number of patients: January, 114; February, 78; March, 99; April, 114; May, 121; June, 114; July, 143; August, 133; September, 136; October, 118; November, 111; December, 126; total, 1,407. The conditions of these patients from the use of alcohol or drugs, or from the use of both, were as follows: Mild alcoholism, 914; persistent alcoholism, 326; delirium tremens, 127; morphia, hypodermically, 3; morphia eaters, 5; opium smokers, 1; tincture opium, 2; chloroform, 1; insane, 19; deaths, 9; total, 1,407. The disposition of these cases is thus summarized: Discharged from hospital to go into reformatory department, 1,367; insane, sent to court, 11; insane, taken away for treatment, 2; insane, taken home, 5; insane, made good recovery, 1; sent to county hospital, 8; sent to Presbyterian hospital, 2; sent to St. Joseph's hospital, 1; sent to Jefferson infirmary, 1; died from gastro-

HOME INSURANCE BUILDING.

entro-colitis, 1; died of jaundice from congestis-hepatis-obstructions, 1; died from fatty degeneration of the heart, 1; died from epilepsy, 1; died from chronic alcoholism and prostration, 1; died from gastro-enteritis, 1; died from chronic alcoholism, 1; died from concussion of the brain, 1; died from acute alcoholism, 1; total, 1,407. The almost wonderful success which the Home meets with in dealing with alcoholic cases of the worst character has attracted general attention in this city and elsewhere. The mortality is so small as to create general surprise. Yet of the patients who died under the care of Drs. Foster and Smith in the hospital during 1890, four were sent to the institution in a dying condition by the city physician. One came from the Bridewell and the other three from the police stations. They all died in a few hours after being admitted. Forty-seven violent cases were treated in the hospital during the year. All classes of people, and every profession, trade, business and walk in life are represented among those treated in the Washingtonian Home. To say that 60 per cent. of those who pass through the Home are permanently reformed is considered a low estimate. Of the remaining 40 per cent., not one-fourth of them are completely lost. Though they may have occasional relapses, they have learned that the vice may be controlled, and their sprees are less protracted than formerly. The rules governing admissions are similar to those given above, in connection with the Martha Washington Home. Persons seeking admission for the first time, if residents of Cook County, are never rejected. After the first time they can only be admitted by the committee on admission and discharge. Persons able to pay are charged $10 to $15 for the first week, which includes hospital attendance, and from $5 to $20 for board in the Home proper, according to the location and character of rooms desired. There is a common dining room. The average patient is confined in the hospital seventy-two hours; to the building two weeks, and is expected to board in the institution two weeks longer, making his stay four weeks in all. The Home is a strictly non-sectarian institution and no religious or political discussion among the inmates is permitted. The hour of rising is 5:30 A. M., during all the year around excepting Sundays, a half-hour later; hour of retiring, 10 P. M.; morning prayers in the chapel 6 A. M., during all the year around, excepting Sundays, a half-hour later; experience meetings Sunday evenings; visiting days Tuesdays and Fridays. A course of lectures is delivered by Prof. Wilkins to the inmates on the effects of alcohol on the moral and physical man. The substance of these lectures is continued in a work by Mr. Wilkins, entitled "The Curse of the World," a volume which should be placed in the hands of every young man. The average number of inmates in the Home at present is about ninety. The total receipts of the Washingtonian Home Association for 1890 were $48.140.87, disbursements, $50,830.93. Balance in the treasury January 1, 1891, $6,138.78. There was due from the city, however, about $15,000 from license income.

LIBRARIES.

The Libraries of Chicago are keeping pace with the growth of the city in other directions. There are many very large and valuable private collections which it would be useless to refer to here, for the reason that they are not accessible to visitors or students. The leading clubs also have large libraries, to which they are adding almost daily, which are open only to members. The

Public Library is treated of in Part II of this work. The Newberry Library will be in the near future one of the greatest reference libraries in the country. The Crerar Library, provided for by a bequest of the late John Crerar, will become a reality within a short time. The various societies and associations of the city have libraries, with collections varying in numbers from a few to several thousand volumes. The university and college libraries are all large and are growing. Following are the libraries, however, of most interest to visitors and students:

Armour Mission Library.—Located in the Armour Mission, Thirty-third and Butterfield sts. The library is growing rapidly. It is free to the public. [See Armour Mission.]

Chicago Athenæum Library.—Present location 44 and 54 Dearborn st. [See Chicago Athenæum.] Open week days from 8 A. M. to 9 P. M. Visitors are welcome.

Chicago Branch of I. T. and M. Society Library.—The library of the Chicago Branch of the International Tract and Missionary Society is located at 26 and 28 College place.

Chicago Historical Society Library.—Located at 142 Dearborn ave., North Side. President, Edward J. Mason; vice-presidents, Geo. W. Smith, A. C. McClurg; secretary and librarian, John Moses. Open daily from 9 A. M. to 5 P. M. Take North Clark st. cable line. This is one of the most interesting and at the same time one of the most neglected, and perhaps, generally speaking, the least known of the important institutions that have grown up in Chicago.

Hyde Park Lyceum.—Located at 136 Fifty-third st., former town of Hyde Park. This is a library and reading room, to which visitors are invited.

Illinois Tract Society Library.—Located at 26-28 College pl. This library and reading room is conducted by the Second Adventists.

Lincoln St. M. E. Free Library.—Located at South Lincoln and Ambrose sts.

John Crerar Library, The.—This library, which at no very remote period will be one of the grandest in Chicago, does not exist at present, but is provided for in the fiftieth clause of the will of the late John Crerar, a wealthy merchant of Chicago (who died in 1890), which reads as follows: "Recognizing the fact that I have been a resident of Chicago since 1862, and that the greater part of my fortune has been accumulated here, and acknowledging with hearty gratitude the kindness which has always been extended to me by my many friends and by my business and social acquaintances and associates, I give, devise and bequeath all the rest, remainder and residue of my estate, both real and personal, for the erection, creation, maintenance and endowment of a free public library to be called 'THE JOHN CRERAR LIBRARY,' and to be located in the city of Chicago, Illinois; a preference being given to the South Division of the city, inasmuch as the Newberry library will be located in the North Division. I direct that my executors and trustees cause an act of incorporation under the laws of Illinois to be procured to carry out the purposes of this bequest, and I request that Norman Williams be made the first president thereof, and that in addition to my executors and trustees the following

named friends of mine will act as the first board of directors in such corporation and aid and assist my executors and trustees therein, namely: Marshall Field, E. W. Blatchford, T. B. Blackstone, Robert T. Lincoln, Henry W. Bishop, Edward G. Mason, Albert Keep, Edson Keith, Simon J. McPherson, John M. Clark and George A. Armour, or their survivors. I desire the building to be tasteful, substantial and fire-proof, and that a sufficient fund be reserved over and above the cost of its construction to provide, maintain and support a library for all time. I desire the books and periodicals selected with a view to create and sustain a healthy moral and Christian sentiment in the community, and that all nastiness and immorality be excluded. I do not mean by this that there shall not be anything but hymn books and sermons, but I mean that * * * and all skeptical trash and works of questionable moral tone shall never be found in this library. I want its atmosphere that of Christian refinement and its aim and object the building up of character, and I rest content that the friends I have named will carry out my wishes in these particulars." This bequest, it is estimated, will amount to about $2,000,000.

Newberry Library.—Temporarily located on the northwest corner of Oak and State sts., North Side. Take North State street or North Clark street car. The entire block on the southeast corner of Clark and Oak street will be the site of the permanent building, the foundations of which are now laid. It will front south on Walton Place; and directly opposite is Washington Square, an open public park. The building will be three hundred feet long and sixty feet wide, and one of the most attractive architectural structures in the city. It will have the capacity of storing and using a million volumes. The block measures about 67,000 feet, and only a portion of it will be covered by the first structure. The three other fronts will be built upon in the future when the growth of the library requires larger accommodations. The location, known as the "Ogden Block," formerly contained one large wooden mansion house, which after the great fire of 1871 was pointed out to visitors as being the only building on the North Side which was saved from the fire.

A Reference Library.—The Newberry Library circulates no books, and is used only as a reference library, as is the Astor Library of New York, the British Museum of London, the Bibliothique Nationale of Paris, and nearly all the great libraries of the world. Readers use books only in the building, where the most ample accommodations will be furnished when the building is completed. Limited accommodations are now provided for readers in the temporary building. It is a public and free institution in the largest sense. No introductions nor fees of any description are required, and no inquiries are made as to the place of the reader's residence. Any visitor from any quarter of the globe receives the same privileges and attentions as the residents of Chicago.

Founder of the Library.—The founder of the institution was Mr. Walter L. Newberry, one of the early settlers, on the North Side, and a large owner of real estate. By his will he endowed it with property, largely real estate, valued from two and a half to three million dollars, which is constantly increasing in value.

Present Collection.—As it is a new library, and as yet without a permanent building, the interest attached to it pertains more to its future development than to its present acquisition. The purchase of books begun about

three years ago in limited quantities. The collection now numbers about 50,000 volumes, and is chiefly in the line of scientific and scholarly works; scarcely any attention has been given to what is termed popular reading, inasmuch as the Chicago Public Library freely supplies this class of literature. The chief aim has been to procure works which other libraries do not supply. Its department of bibliography is very full, and one of the best in the country. It has made a specialty of music, and has the scores of all the great masters. Its collection of oratorios, operas and cantatas is very large; and works on the history, theory and science of music, the biographies of musicians and the history of musical instruments are quite complete. The antiquities of music are very fully represented in a valuable library purchased entire in Florence, Italy, in which is the first opera ever publicly performed, and was printed in Florence in 1600. Mr. Theodore Thomas and Mr. Walter Damrosch say this is the largest and most valuable musical library in the country.

RECENT ACQUISITIONS.—Good progress has been made in procuring complete sets of the rare and expensive scientific serials of Europe. Recently the valuable private library of a gentleman in Cincinnati has been purchased, who had been a zealous collector of the earliest editions of classical writers, of Shakespeare, Dante, Petrach, and others, of the early printers before 1500, of elegant illustrated works, and art-bindings from the time of Grolier to that of Trantz-Bauzonnet and Bedford. When the new building is completed an exhibition of art book binding can be made which will be most interesting.

The Trustees are E. W. Blatchford and Wm. H. Bradley, and the librarian, Wm. F. Poole, L.D.

Pullman Public Library.—Located at 73 and 75 Arcade Building, Pullman. [See Pullman.]

Ravenswood Public Library.—Located at Commercial and Salger sts., Ravenswood. [See Ravenswood.]

South Chicago Public Library.—Located in the Bowen School Building, Ninety-third st. and Houston ave.

Union Catholic Library.—Located at 94 Dearborn st. Conducted by the Catholic Library Association; founded in 1868. Present membership 350, number of volumes 2,500. Officers: Charles T. Mais, president; John E. Murphy, vice-president; Frank H. Graham, recording secretary. The library rooms are fitted up comfortably. There is seating capacity for almost four hundred persons. The Association is constantly adding to the number of volumes on the shelves of its library. Open from 12 M. to 6 P. M. Sundays from 3 to 6 P. M.

Western New Church Library.—Located at 17 Van Buren st. Open 9 A. M. to 5 P. M.

Wheeler Library.—Located at 1113 Washington blvd., in Western Theological Seminary.

[For other libraries, see "Clubs," "Educational Institutions," etc.]

LIFE-SAVING STATIONS.

Chicago Life-Saving Station.—Northwest corner of the harbor, upon Illinois Central railroad land. It occupies 40 by 75 feet. This station is looked upon here and at Washington as being a disgrace to the service. Plans

are formed which will shortly give Chicago the finest life-saving station in the world. The superintendent of the Life-Saving Service is strongly in favor of the improvement.

Evanston Life-Saving Station.—Located on the lake shore of the suburb of Evanston, near the Northwestern University grounds. The crew is composed of students of the University and is commanded by Captain Lawrence O. Lawson, an experienced seaman. The crew consists of the following, the classes from which they graduated being indicated : Stroke, G. E. Crosby, '94; No. 2, F. M. Kindig, '92; No. 3, W. M. Ewing, '93; No. 4, J. Loining, '94; No. 5, W. L. Wilson, '92; No. 6, E. B. Fowler, '93; No. 7, R. N. Holt, '93. The average age of the members of the crew is twenty-two years, but they are all sturdy, muscular, well-formed and fearless young men. The Evanston life-saving station has long been recognized by the naval board as one of the finest, best-drilled stations in the country. It has an enviable record, having saved and assisted to shore over two hundred and forty-five human beings. Last year the station did more work and saved more lives (or, as modest Captain Lawson puts it, " assisted ashore more people") than all the twenty-two stations on the lakes accomplished in the two previous years, and more lives were saved last year by the Evanston crew than any other station in the country, except the one at Lewes, Del. The wonder and admiration increases when the youth of the life-savers is considered and the fact known that, excepting two who come from Chicago, all are from inland towns of the West—Illinois, Michigan and Indiana. When not pursuing their regular course of studies at the University, these student life-savers are occupied in drilling with the beach apparatus, with the lifeboat, and in patrolling the beach. On Tuesday they drill with the boats; Wednesday is occupied in practicing the international code of signals with flags; Thursday the beach apparatus, with its Lyle line gun, breeches buoy and tackle, is taken out; on Friday the men go through the movements of resuscitation, or reviving persons nearly drowned; Saturday is housecleaning day; Sunday, church; and Monday, a day of rest.

LIGHTHOUSES.

Chicago Light.—Chicago light is located on the inner pier, north side of Chicago river; was established in 1859; is a third order fixed white light, in a black skeleton iron tower; visible sixteen miles. This is the principal one of seven lights maintained by the government as aids to navigation near the mouth of the Chicago river. The harbor here is the most important on the lakes, with a greater average number of daily arrivals and departures during the season of navigation than any other in the United States. This city is in the ninth light-house district, with Commander Charles E. Clark, United States Navy, as inspector, and Major William Ludlow, of the Corps of Engineers, United States Army, as engineer. The eleventh district formerly embraced the three great lakes—Michigan, Huron, and up to the national line of Superior. The ninth is a division of the eleventh district. It includes all aids to navigation on Lake Michigan, Green Bay and tributary waters lying west of a line drawn across the Straits of Mackinac at the narrowest part east of McGulpin's Point light station. Since the boundary of the district was established a fog signal has been placed at Old Mackinac Point, in the Straits, which is also included in the ninth district.

Crib and Breakwater Lights.—There are two lights on the old breakwater, both established in 1876; one of these, the south light, is a fifth order light, and the north is a lens lantern. At the new breakwater there are three lights, tubular lanterns, tended by two laborers. The light on the old north pier is a sixth order light, and has a fog bell struck by machinery. Calumet light, at South Chicago, is on the outer end of the pier north of Calumet river, eleven miles southeast of Chicago breakwater. It is a fourth order light, red, thirty-three feet above lake level, and is visible about twelve miles. It was established in 1873. Formerly it was in a tower rising above a structure on shore, but was in 1876 removed to its present quarters, which is fully a mile out on the pier. A beacon light is established at the old Crib. This light-house is provided and maintained by the city of Chicago.

Grosse Point Light.—The best light and light-house near Chicago is that at Grosse Point, just north of Evanston. It was established in 1873, and as it now stands complete has probably cost the Government more than $100,000, in addition to the expense of maintenance. Grosse Point light is a second order, fixed white coast light, varied by a red flash every three minutes, the regularity of the flashes being controlled by clock-work. The "lantern" is a prismatic lens, equaling in power 163 candles, and this feature of the outfit alone cost $15,000. The tower, from the water's level to the center of the lens, is 120 feet, being built of brick and having ninety-nine piles placed beneath the stone foundation.

MILITARY.

Chicago is the headquarters of the Military Division of the Missouri, and the commanding general and staff are located here. The U. S. Military offices are located in the Pullman building, southwest corner of Michigan ave. and Adams st., Lake Front. Gen. Philip A. Sheridan was for many years the Division Commander here. He was followed by Gens. Terry, Crook and Schofield. Gen. Nelson A. Miles is now the commanding officer. The Military Division of the Missouri practically embraces the entire Western country from the Alleghany Mountains to the Rockies. Within this jurisdiction of the Division the hostile Indians are principally to be found, and Indian campaigns have been for years past and are now conducted from the headquarters in this city.

U. S. Officers in Chicago.—The following is a complete list of the United States officers stationed in this city, together with their places of residence: Major General Nelson A. Miles, U. S. Army, room No. 406; residence, Hotel Richelieu. Captain Eli L. Huggins, 2d Cavalry, Aide-de-Camp, room No. 405; residence, Hotel Richelieu. Captain Marion P. Maus, 1st Infantry, Aide de-Camp, room No. 404; residence, Hotel Richelieu. Lieutenant-Colonel Henry C. Corbin, U. S. Army, Assistant Adjutant-General, room No. 407; residence, 425 Superior st. Colonel Edward M. Heyl, Inspector-General, room No. 417; residence, 87 Rush st. Brevet Brigadier-General Judson D. Bingham, Assistant Quartermaster-General, Chief Quartermaster, room No. 403; residence, 235 Michigan ave. Captain Charles A. H. McCauley, Asst. Qr. Mr., Disbursing Quartermaster and Assistant to Chief Quartermaster, room No. 612; residence 3338 Rhodes ave. In charge of construction of buildings, etc., at Fort Sheridan, Illinois. Brevet Brigadier-General

Michael R. Morgan, Assistant Commissary General of Subsistance, Chief Commissary of Subsistence, room No. 415; residence, 68 Bellevue place. Major Ely McClellan, Surgeon, Attending Surgeon and Examiner of Recruits; room No. 414; residence, 3 Tower place. Major George W. Candee, Paymaster, room No. 412; residence, 136 Judson ave., Evanston, Illinois. Captain William L. Marshall, Engineer Officer, room No. 411, in charge of river and harbor improvements, Exchange building, corner Pacific ave. and Van Buren st.; residence, 4138 Lake ave. Captain Frank D. Baldwin, 5th Inft. Inspector of small arms practice, Acting Inspector General and Acting Judge Advocate. Acting Assistant Surgeon A. Melville Tully, room No. 414; residence, 205 North State st. Brevet Brigadier-General Thomas Wilson, Commissary of Subsistence, Depot and Purchasing Commissary of Subsistence, office No. 3 East Washington st.; residence, 3127 Vernon ave. Captain Edward G. Mathey, 7th Cavalry, Recruiting Officer, No. 10 South Clark st.; residence,434 South Leavitt st. First Lieutenant John McA. Webster, 22d Infantry, Recruiting Officer, No. 82 to 88 West Madison st.; residence, 273 LaSalle ave. Second Lieutenant Fielder M. M. Beall, Signal Officer, Auditorium building, seventeenth floor; residence, 299 Forty-second st.

FORT SHERIDAN.—A United States military post situated on the Milwaukee Division of the Chicago & North-Western railroad, twenty-five miles, or about one hour from the city. Take train at Wells St. depot, Wells and Kinzie sts., North Side. The situation of the fort, on the north shore of Lake Michigan, is very beautiful. During the later troubles of 1887, and the riots and disturbances of that year, the attention of the government was called to the necessity of establishing a military post near Chicago, from which a sufficient force might be summoned in case of emergency, to assist in the maintenance of order, or in quelling unusual disturbances. The result of the movement in Chicago was the purchase, by voluntary subscription, of a magnificent tract of land, situated twenty-five miles north of the Court House, quickly accessible by railroads and comprising 500 acres. The immediate proximity of Lake Michigan as well as the topographical features of this tract made it specially available for the permanent abode of a considerable military force. This land was made a free gift to the National Government on condition that a permanent military post be established on it. The Government accepted this proposition, and a provisional camp was almost immediately erected, and two companies of the Sixth Infantry were stationed there. Since then, numerous permanent buildings, officers' quarters, barracks, guard house, mess houses, stables, etc., have been erected.

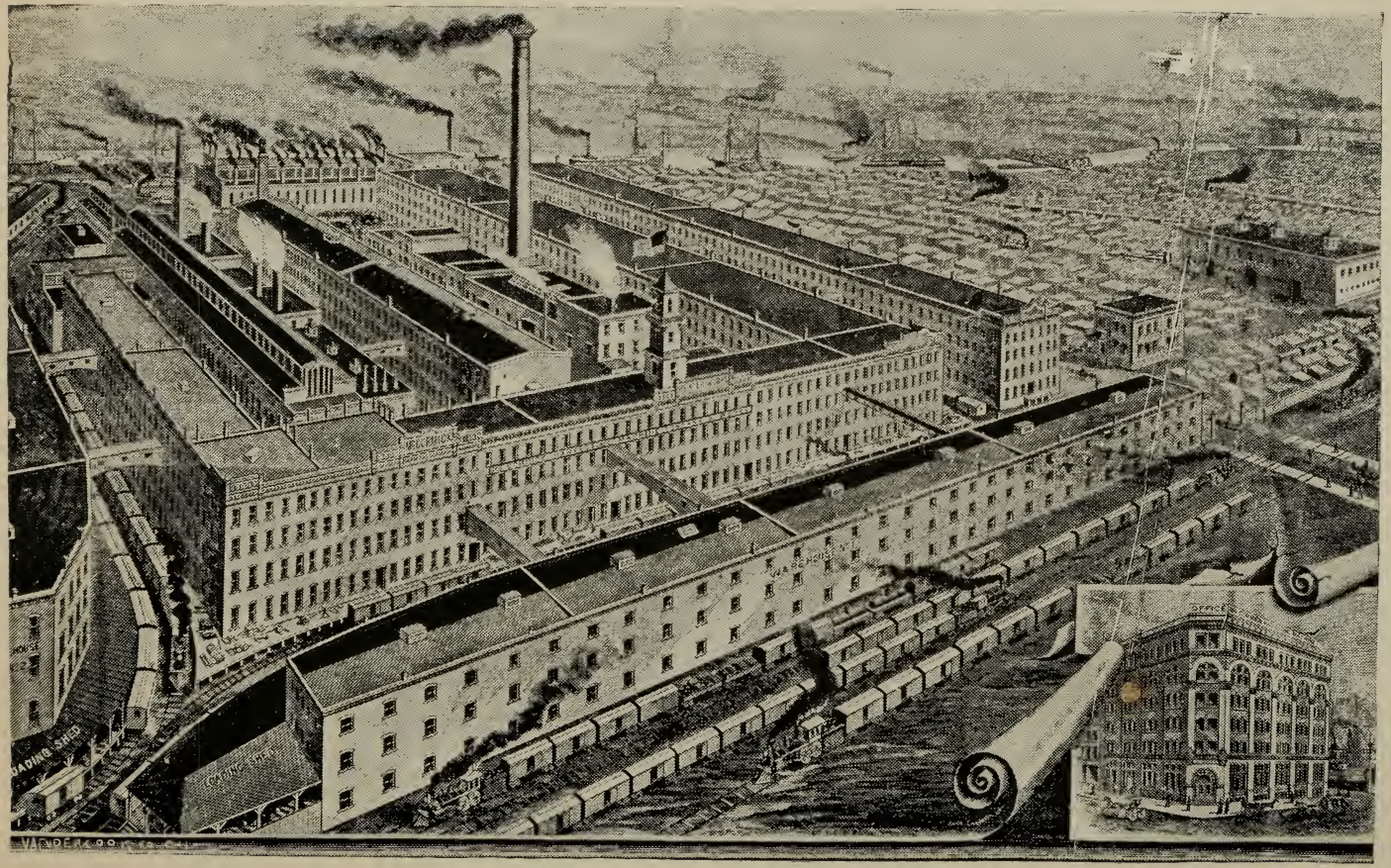
Fort Sheridan is commanded by Colonel Robert E. A. Crofton, of the 15th Infantry. The troops stationed there at present are: Companies "E" and "H," of the 15th Infantry. The band and headquarters of the 15th Regiment are also located there. The officers stationed at the fort are as follows: Colonel Robert E. A. Crofton, 15th Infantry; Lieutenant-Colonel Richard F. O'Beirne, 15th Infantry; Lieutenant George F. Cooke, 15th Infantry, Regimental Quartermaster; Captain Louis W. Crampton, Medical Department; Captain Chambers McKibbin, 15th Infantry; Captain Henry H. Humphreys, 15th Infantry; 1st Lieutenant Thomas F. Davis, 15th Infantry; 1st Lieutenant James A. Maney, 15th Infantry; 2nd Lieutenant William N. Blow, Jr., 15th Infantry; 2nd Lieutenant Marcus Maxwell, 15th Infantry; Dr. Henry S. Haskin, Acting Assistant Surgeon.

When the new buildings are completed, about 600 men will be permanently stationed at Fort Sheridan. The work has progressed far enough to make the post worthy of a visit.

Illinois National Guard.—The report of Adjutant-General Vance for the years 1889 and 1890 shows the aggregate strength of the Illinois National Guard to be 3,790 officers and men, and it is declared that the organization of the force was never more effective. "The general condition of the national guard," says the adjutant general, "has never been better than at the close of the annual encampments in 1889, and with adequate appropriations for its future maintenance it will continue to grow in efficiency and popularity, and will meet the highest expectations of the State." On the subject of annual encampments the report says: "There were no funds provided by the last general assembly for a camp of instruction for the troops this year. It has been demoralizing to the troops in general, but particularly so to the regiments composed of companies scattered in towns throughout the State, and that have no opportunity to acquire battalion drill and other instruction as a regimental unit, except one week each year, when in camp. If the troops are to be kept well instructed in their duties, and if they are expected to be kept equal to any emergency requiring their services, it is essential that provision be made for their annual instruction in camp." On small arms firing, the report says: "The interest in this branch of the service continues to grow in popularity with the troops. The results obtained during the year 1889 were highly satisfactory. Out of less than three thousand officers and men practicing there were 2,429 who qualified in the various classes. Each class includes both fixed distance and skirmish firing. There were 1,188 who qualified as riflemen, 538 as marksmen, 388 as experts, 302 as sharpshooters and thirteen as distinguished sharpshooters. There were a few changes in the regulations adopted in 1890." It is recommended that the sum of $120,000 per annum be appropriated for the ordinary and contingent expenses of the Illinois National Guard; that the sum of $25,000, or so much thereof as may be required, be appropriated for the purchase of the ground and equipment of a rifle range, to be located as convenient to the troops stationed in the city of Chicago as it can be had. Two regiments of the Illinois National Guard—the 1st and the 2d—are stationed in Chicago.

First Brigade, General and Staff.—Headquarters, 2d Regiment Armory, 135 Michigan ave., Gen'l Charles Fitz Simons, commanding; Ass't Adj't Gen'l, Lieut. Col. Henry B. Maxwell; Ass't Inspect. Gen'l, Col. F. Ziegfeld; Judge Advocate, Farlin Q. Ball; Inspector Rifle Practice, Capt. E. A. Potter; Surgeon, Lieut. Col. John W. Streeter; Quartermaster, Capt. Horace Tucker; Adj't Com'sary Subsistence, Capt. Edward T. Glennon; Aides, Lieut. George T. Lovejoy, F. O. Bartlett.

First Regiment I. N. G.—Organized in August, 1874. At the first meeting held in behalf of the undertaking forty-eight men enrolled themselves. In January, 1875, having grown into seven companies, the regiment took quarters on Lake street, adopted its uniform—the same it wears to-day—and received its equipment of arms from Springfield. In February of that year the regiment was assembled and bivouacked in the armory during the Relief and Aid Society riotous demonstration. On May 13th it made its first public appearance with 520 men in line. Since that day its popularity has never waned. In 1877, during the railroad riots, the regiment twice dispersed mobs at the point of the bayonet without firing a shot. In 1878 the First removed to its armory on Jackson street. During the riots of November, 1886, at the Union Stock yards and other points in the city the regiment was called into service to quell disorder. Since then its history has been one of peace and continued prosperity. The enrollment at present is 530 men. Upon the rolls of the



THE McCORMICK WORKS.

regiment is no small number of names which have won renown on bloody fields. Among its past commanders are: Gen. Alexander C. McClurg, Col. George R. Davis, Col. Edgar D. Swain, Gen. Charles Fitz Simons, and the late Col. Edward B. Knox, who, after exemplifying his patriotism on the battle-fields of Gettysburg and Spottsylvania, and after having lived the life of a pure, upright man of peace, rests, his warfare over forever. Charles E. Koch, the present colonel commanding the First, is in appearance the essence of chivalry and soldiership. Like his predecessors, he is a war veteran, and, aided by his experience, makes the best of officers. In the business conduct of the regiment he is untiring and successful. Behind him, loyal, devoted and enthusiastic, the First stands a solid unit. Henry Lathrop Turner, lieutenant-colonel, saw service during the war before Richmond, at Fair Oaks, Fort Fisher, and elsewhere, as a first lieutenant, regimental adjutant, and as aid-de-camp on a brigade staff. In peace he has achieved some prominence as a writer. He has been president of the real-estate board and is a trustee of Oberlin College, the institution from which he graduated. Maj. Taylor E. Brown rendered valuable aid in the collection of the new armory fund. Maj. Charles Adams, of the Cook County Hospital, is regimental surgeon. Capt. Charles G. Fuller, a well-known M. D., assistant surgeon. Capt. W. L. De Remer, adjutant, is a crack shot. Capt. Charles G. Bolte, inspector of rifle practice, a Canadian by birth, is a faithful officer. The First regiment, with its membership drawn from the best young manhood of Chicago, with its enterprise and its success, is a credit to the city and deserves the good words and support of citizens. Its colors are not emblazoned with the record of battles won and campaigns endured. Scarcely any military body of the world to-day in its personnel can boast of much service. When duty has called, the First has been ready and has responded. The possibilities of military usefulness the regiment can claim; the elements of good citizenship, patriotism, soldierly training need but circumstances demanding action to make for it a record of heroism.

Field and Staff Officers.—Armory, 22 to 26 Jackson st. Colonel, Chas. R. E. Koch; Lieut.-colonel, Henry L. Turner; majors, Taylor E. Brown, Elliott Durand, Joseph B. Sanborn; surgeon, Chas. Adams, M. D.; Asst. surgeon, Chas. Fuller, M. D.; adjutant, Capt. W. L. De Remer; quartermaster, First Lieut. A. L. Bell; inspector rifle practice, Capt. Chas. G. Bolte; chaplain, Rev. H. W. Thomas; Co. A, Capt. Jas. L. Price; Co. B, Capt. Walter P. Sherman; Co. C, Capt. Geo. W. Ford; Co. D, Capt. J. H. Barnett; Co. E, Capt. Wm. F. Knoch; Co. F, Capt. J. H. Eddy; Co. G (vacant), First Lieut. Geo. W. Bristol, commanding; Co. H, Capt. Edward C. Young; Co. I, Capt. F. W. Chenoweth; Co. K, Capt. Jas. I. Ennis; Co. L, Capt. Edgar B. Tolman; Co. M, Capt. Edward H. Switzer.

New Armory.—Located at the northeast corner of Sixteenth street and Michigan avenue. Take Wabash avenue cable line. It is perhaps the most massive structure in Chicago. Heavy stone work rises on each of the four sides to the height of thirty-five feet, and is unbroken save by the warlike sally port, through which an army might march in company front. This great doorway is in feeling with the strength and beauty of the whole. An arch in form, it spreads at the base forty feet and supports a keystone thirty-five feet above the sidewalk. The massive oak and steel portcullis, suggesting memories of a mediæval fortress, rests back of the embrasures in the thickness of the walls, protected by firing slots on both sides. Above the stonework the walls are built into battlements, and four turrets at the corners.

Consonant with the design of the armory the windows are narrow and strengthened by steel and iron, being but well-guarded ports for riflemen. An enfilading fire can be directed throughout the force of each of the four sides of the structure, and a force entering the armory for refuge need fear nothing smaller than heavy artillery.

The architects, Burnham & Root, have also achieved a notable success in the interior arrangements. The space covered by the building, one hundred and sixty-four by one hundred and seventy-four feet gave room for a very large drill hall on the first floor. It is surrounded by galleries for visitors and contains the stairways reaching to the second floor, where are the quarters of the field and staff, with separate and well arranged apartments for the colonel, lieutenant-colonel, adjutant and their orderlies, for the majors, quartermasters and orderlies, the surgeons and orderlies and the chaplain. Opening on the wide gallery are the company quarters and above the squad drill rooms. There is also a banquet hall, thirty by fifty feet, at the west end of the building, and on the third floor quarters for non-commissioned officers and orderlies attached to special service, a vetrans' room, a gymnasium and a drum corps' room. Everything is in brick, stone, heavy dark oak and iron.

The armory, which is the best building of the kind in the United States, was built largely by subscription, and will be cared for by a board of trustees, consisting of A. G. Van Schaick, president; Colonel C. R. E. Koch, vice-president; C. L. Hutchinson, treasurer; Lieutenant-colonel Henry L. Turner, secretary; J. J. Mitchell, Lieutenant A. L. Bell and H. H. Kohlsaat. Marshall Field, with his usual princely generosity, gave the regiment a ninety-nine years' lease of the ground the building stands on at a mere nominal rental. The gift amounts to fully half a million dollars.

Battery D, First Artillery.—Armory located at present on Michigan avenue, north of Exposition Building. Captain, E. P. Tobey; First Lieut., F. S. Allen; Senior Second Lieutenant, Stephen Athy; Junior Second Lieutenant, Alfred Russell.

Second Regiment I.N.G.—This regiment was oganized in 1875. Armories located at Washington boulevard and Curtis street, and 135 Michigan avenue. This regiment was originally composed of ten companies, and its first colonel was James Quirk. A few years later, owing to the reduction of the militia by the legislature, the Second was consolidated with the Sixth battalion, and the colonelcy was contested by the commandants of the respective organizations, Col. Quirk, of the old Second, and Col. W. H. Thompson, of the Sixth, and, after a spirited campaign, the honor fell to Col. Thompson. The regiment under Col. Thompson had varying fortunes. In 1884 he resigned, and Col. Harris A. Wheeler was elected to the command. From this important period in its history the success of the regiment dates. Col. Wheeler may well be called the "Father of the Second." He revived its drooping spirits, new recruits were brought in, and the personnel of the command improved; but the work of bringing order out of chaos was tremendous, and only the old-timers of the Second can appreciate the value and amount of work that was done by "the grand old man." Hampered by a miserable barracks, the regiment had dwindled down in numbers, and, poorly uniformed, it is a wonder that it lived at all. But the men and officers were made of the right stuff, and the small glimmer of hope that had led them on burst into the flame of realization and success. The first important work of Col Wheeler was the establishment of the regiment in its present home at

Washington boulevard and Curtis street, where the command, after its wanderings, found a permanent abiding-place.

Dr. Florence Ziegfeld was elected to succeed Col. Wheeler February 1, 1890. Col. Ziegfeld remained but a short time, being succeeded by the lieutenant-colonel, Louis S. Judd. With the election of Louis S. Judd to the colonelcy the regiment entered into a new era of prosperity. After the regiment had lost such a signally successful leader as Col. Wheeler, much speculation was rife as to the fate of his successor; but uncertainty gave way to certainty when the selection of Col. Judd was announced. His career of seven years as a line officer was a guarantee that the regiment had once again gotten a leader worthy of the position. Col. Judd has a long and honorable record in the State service, and his promotion is a just tribute to his services. He was one of the organizers of the National Guard Officers' Association, which has worked many benefits to the Guard. One of the colonel's best points is his thorough mastery of details, which fact is making itself felt in the closer organization of the regiment and the improvements that are being made in the armory. The comfort and convenience of the command seems to be his constant care. The colonel has surrounded himself with a competent staff, which is made up of men who have proved their efficiency in the service of the State and their loyalty in the service of the regiment.

Lieutenant Phillip R. Forrest, the quartermaster, is the Adonis of the staff; he is an old Second man, having been appointed to his present position from the first lieutenancy of E company, in which company he gained a good record, not the least part of which was in the position of first sergeant, as he was called the best first sergeant in the regiment.

Captain Gobet was appointed adjutant from the first lieutenancy of Company I, and Captain Finney, I. R. P., from the second lieutenancy of the same company. They are both young and energetic officers, and bring zeal and experience to the performance of the duties of their positions. Maj. and Surgeon Charles F. Perkins, and Capt. and Assistant Surgeon C. W. Leigh, are both good officers.

The field is made up of old Second men. Lieut.-Col. W. D. Hotchkiss was formerly captain of Company B. He is an excellent officer and a good shot, rifle practice being his particular hobby. The senior major is Major Frank Logan, recently captain of Company K; and the junior major, Major Charles P. Wright, formerly captain of Company H. The resignation of Major George Favorite caused a vacancy in the majority.

Staff and Field Officers.—Following is the full roster of officers according to rank, with date of commission: Field and Staff—Col. Louis S. Judd, July 10, 1890; Lieut.-Col. W. D. Hotchkiss, July 10, 1890; Major Frank Logan, February 1, 1890; Major Charles P. Wright, August 14, 1890; Major James E. Stuart, November 13, 1890; Capt. and Adjt. Geo. C. Gobet, July 20, 1890; Capt. and I. R. P. H. P. Finney, July 20, 1890; First Lieutenant and Q. M. P. R. Forrest, July 20, 1890; Major and Surgeon Chas. F. Perkins, July 20, 1890; Capt. and Asst. Surgeon C. W. Leigh, July 20, 1890; Chaplain Samuel Fallows, October 20, 1890. Captains—Company L, Paul Lino, June 20, 1887; Company I, William E. Hoinville, October 9, 1889; Company E, William P. Dusenberry, February 10, 1890; Company A, Daniel L. De la Fontaine, February 19, 1890; Company F, William T. McMillan, February 26, 1890; Company K, Edward J. Remick, March 10, 1890; Company M, William B. Alexander, April 14, 1890; Company G, Willis McFeeley, July 22, 1890; Company B, John H. Ingraham, July 23, 1890; Company H, A. H. Wells, September 9,

1890; Company D, William A. Chadwick, November 12, 1890; Company C, William T. Harlenbrook. First Lieutenants—Company C, F. P. Mitchell, February 26, 1890; Company K, John T. McCormick, March 10, 1890; Company M, Edward E. Allen, April 14, 1890; Company G, Benjamin E. Mendelsohn, May 6, 1890; Company E, William C. Beggs, August 25, 1890; Company A, William T. Boggs, September 1, 1890; Company H, F. W. Bell, September 9, 1890; Company L, I. Otingstad, September 15, 1890; Company F, F. D. Shiras, September 18, 1890; Company I, O. S. Doolittle, September 1, 1890; Company B, G. I. Meehan, September 3, 1890; Company D, Milo D. Lehman, November 12, 1890. Second Lieutenants—Company K, J. C. Kelly, December 17, 1888; Company H, S. S. McNamara, January 19, 1890; Company C, M. Leipert, February 26, 1890; Company M, James J. Lyons, June 9, 1890; Company G, C. B. Hayes, July 22, 1890; Company A, Philip Samuel, September 1, 1890; Company I, A. J. Wagner, September 1, 1890; Company B, Thomas I. Mair, September 3, 1890; Company L, E. J. Bowen, September 15, 1890; Company F, John McIntosh, September 18, 1890; Company E, Charles P. Thompson, September 29, 1890; Company D, James J. Butler, November 12, 1890. Non-Commissioned Staff—Sergeant-major, P. Osmer; quartermaster's sergeant, Fred Laas; commissary-sergeant, William J. McCaurick.

The regiment is thoroughly equipped, having both fatigue and regulation dress uniforms. With a membership of 950 it is the largest command in the West, and is in every sense of the word a first-class national guard organization. Chicago should feel proud of it, as it is an example of the pluck and energy of vigorous and patriotic American manhood.

Second Regiment Band.—This splendid organization numbers ninety pieces, including field music (the drum, fife and bugle corps). Band-master Fred Weldon is the moving spirit, and the high artistic standing of the band is due to his efforts and ability. Mr. Weldon has brought out some notable compositions of his own, his march numbers being particularly fine, thus securing to his organization original music, and not played by any other band in the country. Two different sets of dress uniforms guarantee a presentable appearance.

Other Military Organizations.—It is estimated that there are 50,000 thoroughly drilled men in Chicago, outside of the regular organizations, who, in an emergency would be qualified to take the field as trained soldiers. These are principally members of the military department of the Masonic, Odd Fellows and Knights of Pythias orders. Reference to these organizations, however, is made under the head of secret societies.

Chicago Hussars.—A new military organization that has made remarkable progress. Two years ago the company was practically unknown, but by the judicious management of its officers it now appears before the people as one of the finest private military organizations in the country. After considering many offers of ground for the erection of their new armory, Edwin L. Brand, commander of the company, has purchased a site on Thirty-fifth street, near Cottage Grove ave. The lot is 100x230 feet, which space will be entirely covered by the buildings. The club house will be the finest of its kind in the world, and will be a combination of a club house, armory, riding school, and stables. In addition to the regular drills there will be riding classes formed. The members will be taught the regular methods of military riding, saber exercise, and fencing by a corps of competent instructors. At present

there are forty-one members of the company, each one of whom is the possessor of a handsome horse. The members say that by the time the world's fair opens each will have chargers of uniform coal black.

ELLSWORTH'S CHICAGO ZOUAVES—The famous Ellsworth Zouaves of Chicago were the successors of the National Guard Cadets, organized in 1856; when on the point of dissolution, Col. Ellsworth re-organized the company (May, 1858) under the name of United States Zouave Cadets. In 1860 the Zouaves, who came to be known as Ellsworth's, made a tour of the country, and was pronounced the finest military company in the country. The Zouaves went out of existence shortly after the outbreak of the rebellion, when its members became scattered. Ellsworth was killed on May 24, 1861, by J. W. Jackson, the proprietor of the Marshall House at Alexandria, Va. Jackson attempted to kill Sergeant Brownell, whom Ellsworth had stationed in one of the corridors of the hotel while he went up in the observatory to find the location of the railroad depot. Ellsworth took from the flagstaff a confederate flag that was flying. While he was in the observatory Jackson and Brownell became engaged in an altercation. Jackson raised a shotgun to fire at Brownell. The latter knocked up the barrel, the gun was discharged and Ellsworth, who was coming down-stairs at the time, received the shot. He was not only a brilliant organizer, but a brave man, and he would have left the mark of his achievements on history's page if he had lived.

EVANSTON ZOUAVES.—A military organization of the suburb of Evanston, composed of young boys of good families, their age running from 13 to 17 years. It is an independent, self-supporting military company. Organized in 1886 as the "Evanston Cadets," and were connected with the junior gymnasium class of the Young Men's Christian Association. Upton's tactics was their text-book, and they were thoroughly instructed in the regulation manual of arms and school of the company. After a few months of hard work their drill-master moved from the village, and through the influence of Mr. John H. Nolan, whose son Julien was captain of the company, the cadets were for tunate enough to secure the attention and services of Capt. T. J. Ford of the crack Chicago zouaves. He naturally transformed the cadets into zouaves and the Evanston zouaves became the name of the organization.

Their first public appearance was made in Chicago in the fall of '87, when they participated in the great Cleveland street parade as porteges of the Chicago zouaves. The little shavers on that occasion won tremendous applause from the crowds of spectators, not alone on account of their tender years, but because of their wonderful steadiness in marching and amazing skill in duplicating the intricate movements of the older zouave company. Since then they have given frequent exhibitions for charitable and religious purposes. The zouaves muster about twenty-eight strong, and are commanded by the following officers: Captain, Chas. S. Marshall; lieutenant, A. H. Parker, Jr.; first sergeant, Tracy Clark; second sergeant, George Mosely, and quartermaster, John R. Van Arsdale.

The company's armory is in Lyon's hall on Davis street, and it holds regular weekly drills.

Veteran Societies.—CHICAGO ASSOCIATION OF UNION EX-PRISONERS OF WAR—Meets third Mondays at Grand Pacific. President, D. W. Howe; secretary and treasurer, F. A. Cleveland, Normal Park. CHICAGO BOARD OF TRADE BATTERY MEMORIAL ASSOCIATION—Meets at Armory 1st Cavalry Regiment. President, B. F. Nourse; secretary, H. B. Chandler; treasurer,

John B. Hall. CHICAGO MERCANTILE BATTERY VETERAN ASSOCIATION—Officers: W. G. Stephens, president; George Kretsinger, secretary; R. Powell, treasurer—Meets at 4 Lake street. CHICAGO UNION VETERAN CLUB—Meets second Mondays at Grand Pacific. President, Colonel Thompson; vice-president, A. J. Miksch; secretary, J. A. McCartney. DANISH VETERAN SOCIETY—Meets second and fourth Fridays at 432 Milwaukee avenue. President, J. Z. Alstrup; secretary, L. Hoffenblad. EIGHTY-SECOND ILLINOIS VETERAN SOCIETY—Meets first Sundays at 122 La Salle. President, J. Bans; treasurer, C. Bock; secretary, A. Henchel. MEXICAN WAR VETERANS—Meets fourth Sundays at 106 Randolph street, second floor. President, P. T. Turnley; secretary, R. F. Taylor; treasurer, D. L. Juergens. MCCLELLAN VETERAN CLUB. Room 14, 40 Dearborn street. Open daily. President, W. C. Newberry; secretary, H. F. Jones; treasurer, D. E. Root. NINETEENTH ILLINOIS VETERAN CLUB—Meets second Sundays, 2:30 P. M., at 104 Randolph street, second floor. President, J. Q. Fergus; secretary, J. Gaffney; treasurer, D. F. Breuvner. TAYLOR'S BATTERY VETERAN ASSOCIATION. Meets at call of secretary. President, E. E. Barrett; treasurer, W. H. Dudley; secretary, C. J. Sauter; 206 Randolph street. TWENTY-FOURTH ILLINOIS VETERAN SOCIETY—Meets first Sundays, at 2 P. M., 171 North Clark street. President, L. Mattern; corresponding secretary, A. Wehrle; financial secretary, Emil Hoffman; treasurer, A. Georg. VETERAN UNION LEAGUE, 204 Dearborn street, rooms, third floor. Open daily. Regular meetings first Wednesdays. President, D. W. Clark; treasurer, J. Gross; secretary, W. E. Winholtz.

MISCELLANEOUS INFORMATION.

Abstracts of Titles.—The compilations and abridged evidences of ownership of land peculiar to the State of Illinois with the encumbrances, lieus, clouds or defects in the titles to real estate as these appear of record, are commonly known as "Abstracts of Title" in the Western States. The first to enter into the business of making abstracts of title in Chicago was James H. Rees, who, as far back as 1836, was "Surveyor of the town of Chicago." He inaugurated the present system about the year 1849 in conjunction with Edward A. Rucker, an attorney-at-law, whose brother, Henry L., was an alderman of that day. The firm of Rees & Rucker was changed to Rees & Chase in 1852; Mr. Rees taking into partnership Mr. Samuel B. Chase, the "working clerk" of the old firm, who soon after associated himself with his brothers, Horace G. and Charles C. Chase. They carried on the business, Mr. Rees retiring from the concern, under the name of Chase Bros. up to the time of the great fire of 1871. A new set of "Tract Indices," as these books are now called, was opened by Hasbrook Davis and J. Mason Parker, in 1852. They made but few abstracts, however, as they soon sold their books to Thos. B. Bryan, who again sold a half-interest to John Borden. Bryan & Borden leased their books to Wm. W. Page, John G. Shortall and Henry H. Handy, but subsequently, in 1856, sold them to Greenebaum & Guthman, who continued the business under their name until the books were finally sold to John G. Shortall and John N. Staples, who made abstracts under the firm name of John G. Shortall & Co. until Mr. Shortall associated himself with Louis D. Hoard, the then ex-recorder of Cook county, when the firm became Shortall & Hoard, which continued up to within about a month of the fire, when the books were leased to Henry H. Handy & Francis Pasdeloup. Another set of books had in the meantime been started by Fernando Jones &

Co., which firm made abstracts until it changed to Jones & Sellers, with Mr. Alfred H. Sellers as active manager until the fire. There were also a number of persons engaged in making abstracts before the fire who neither owned tract books nor used those belonging to other firms, but who worked from the general indices in the public offices. One of the most reliable experts of this class was A. F. C. Mueller, who made many abstracts and who afterward associated himself with Uriah R. Hawley, a lawyer (whilom clerk of the Court of Common Pleas, now the Superior Court), under the name of Mueller & Hawley. Their work was all done by themselves personally and enjoyed full confidence although they made all their searches directly from the records by means of the general public indices of that day. Mr. Mueller made no abstracts after the fire. Mr. Hawley died many years ago while filling a very responsible position in the Chicago Postoffice.

A. D. Wilmanns, for a number of years, up to about the close of the war, made abstracts by means of the public indices until he obtained privileges from Chase Bros. for the use of their books. He afterwards became associated with Francis Pasdeloup. Wilmanns & Pasdeloup continued for some years, using the books of Shortall & Hoard up to September 1, 1871, when Mr. Pasdeloup withdrew and formed a partnership with Henry H. Handy, as Handy & Pasdeloup, who secured a lease of the books of Shortall & Hoard; which lease, however, was allowed to be abrogated by the great fire. All of these parties made abstracts which are to this day current in the market. There were, before the fire, a few other persons, employés of the Recorder's office, who made abstracts of title in their overtime from the records direct. Wm. H. Haase, who called himself a conveyancer, and Charles Drandroff, employed in the real estate department of the banking house of F. A. Hoffman, and later a firm, Alexander Dixon & Co., made some few abstracts, which, however, in their day failed to inspire confidence among professional examiners or the public. The great fire of 1871 played havoc with the business of abstract making. All the records were destroyed and the sets of indices owned by the private firms, but only partly saved, were the only salvation. Each of the firms at first endeavored to continue business on their own account. Neither of them, however, had saved enough of their private books, and so it became a necessity to form a combination to make up a full set. The public generally, unaware of the true condition of things at the time, made quite a stir against what many at first believed to be a mere trick to form a dangerous monopoly, but the pool of books was made and they were then leased to Handy, Simmons & Co., over whose signature abstracts were then issued. The successors of this firm afterward became Handy & Co., who have since merged in "The Title Guarantee and Trust Co.," which now controls all the ante-fire abstract books in the county.

Immediately after the fire A. D. Wilmanns at first re-associated himself with Francis Pasdeloup, doing business with him until the latter's death shortly after the fire, when he associated himself with Henry Thielcke, an ante-fire clerk of Chase Bros., laying out a set of indices from October 9, 1871, onward. The firm of Wilmanns & Thielcke continued to make abstracts until the summer of 1875, when their set of books was sold to the county and placed in the Recorder's office, where they have remained ever since and where abstracts are now made from them by the Recorder under special enactments by the legislature. In the winter of 1872–3 Mr. Chas. G. Haddock, Mr. E. D. Coxe and Mr. Frank H. Vallette began work upon a new set of books from the fire down. They soon after commenced making

abstracts under the firm name of Haddock, Coxe & Co., which has since been changed to Haddock, Vallette & Rickords, Mr. Coxe having disposed of his interest to Mr. Geo. E. Rickords. After the transfer of the books of Wilmanns & Thielcke to the county, C.C. Gilmore, a most competent abstractor, and one Pollock for a year or more made abstracts as Gilmore, Pollock & Co., using the books of the county. C. C. Gilmore had also previously made quite a number of abstracts over his own signature from these books while they were still owned by Wilmanns & Thielcke. In 1878 Otto Peltzer, the compiler and publisher of "Peltzer's Atlas of Chicago," whose professional work as a draughtsman had been entirely in connection with the land titles and records of the county and city in various positions since 1853, and who had just then resigned his position of Deputy Recorder and Superintendent of the Abstract Department of the county, embarked in the abstract business for himself in conjunction with a number of experts formerly employed by the Recorder. He first entered into a contract with Haddock, Coxe & Co., for access to their books, which he used for six years, after which time he made use of the county's indices. In connection with his business as general abstract maker, Mr. Peltzer also included the examining titles for purchasers, issuing written "Opinions of Title;" and as the patronage in this line and the confidence reposed in these "opinions" increased so rapidly in time, he has devoted himself exclusively to this class of work since about 1888, making but few abstracts since then. The latest abstract concern is "The Cook County Abstract Company," which commenced operations in May, 1888. This concludes the entire list of regularly established persons and firms engaged in abstract making in this city before and since the fire of 1871.

Anarchy in Chicago.—For the benefit of foreign visitors and strangers generally it may be well enough to say that anarchy in Chicaco received its death-blow on the 11th day of November, 1887, when four of the leading anarchists of the city were executed at the county jail. The monster has not shown its teeth here since. There has been no riot in Chicago since May 4, 1886. And it is perhaps worth while to add that at no time in the history of this city has the revolutionary element attained any strength. The anarchist uprising was entirely due to the agitations of a few dangerous leaders among a certain small class of workingmen, which should have been suppressed by the authorities long before their poisonous teachings culminated in a riot. The great majority of the workingmen of Chicago have never sympathized with the anarchists nor believed in their teachings.

Annual Fat Stock Shows.—Annual fat stock shows have been held at the old Exposition building in Chicago for the past thirteen years. They are among the most interesting of our annual exhibitions. It is likely that the exhibit will become a part of the Columbian Exposition of 1893.

Atwood's Corner.—Madison and Clark streets, one of the most valuable pieces of real estate in the city. Its dimensions are 20x80 feet, and was recently leased from J. C. Baker to F. M. Atwood, clothier. The annual rental is $13,500 for the first six years, and $16,200 for the remainder of the term. The lease takes effect in five years. On a 5 per cent. basis the Clark street corner is $13,500 a foot, and an increase of 5 per cent., it is estimated, will take place during the first six years of the lease, when the basis is $16,200 a foot.

Auditorium Tower.—Visitors are taken by elevator to the top of the Auditorium tower at 25 cents for adults, 15 cents for children. [See Auditorium.]

WELLINGTON HOTEL AND WABASH AVENUE.

Bakeries.—There are 675 bakeries in Chicago, employing all the way from one to 300 hands.

Barber Shops.—There are 900 barber shops in Chicago, employing all the way from one to twenty-five barbers.

Black Road.—The name given to the extension of Blue Island ave. to the McCormick Harvester Works, and made notorious by the frequent riots which have occurred along it, particularly during the early part of May, 1886, just before the Haymarket massacre, and during the agitation for eight hours of labor. So called because the road or street was originally filled in with cinders from the manufactories in the vicinity. Several bloody affrays have occurred between the police and the mob out this way. There has been no trouble, however, since 1886. Take Blue Island ave. car.

Blacksmith Shops.—There are 200 blacksmith shops in Chicago.

"*Blocks.*"—In Chicago the term "block" may mean a single building or a dozen buildings, but as a rule it is intended to cover the frontage between two parallel streets. So many "blocks distant" means generally so many squares away.

Boarding Houses.—There are 800 regular boarding houses in Chicago, exclusive of private boarding houses and hotels.

Bonded Indebtedness.—This city owes about $17,000,000, which includes the $5,000,000 invested in the World's Columbian Exposition.

Boot-Blacks.—The rate for shoe shines on the street is 5 cents, but boot-blacks will demand 10 cents unless an arrangement is made in advance. The rate in hotels is 10 cents.

Boots and Shoes.—There are over 1,200 retail boot and shoe dealers in Chicago.

Bull's Head Tavern.—Where the Washingtonian Home now stands, at the se. cor. Madison st. and Odgen ave., the Bull's Head Tavern stood for many years. When the "Bull's Head" was in its palmy days it served as a sort of "Transit House" for farmers and drovers. The stock yards, such as they were, then occupied the ground to the south of the "Bull's Head," and many of the beautiful mansions now pointed out to visitors along aristocratic Ashland blvd. occupy ground which less than forty years ago was given up to the cattle yards.

Butter and Cheese.—Chicago receives annually about 175,000,000 lbs. of butter and 75,000,000 lbs. of cheese.

"*Calumet Region.*"—This term will probably be frequently heard during the next few years, or until the district which it covers shall have been amalgamated with what is generally described as South Chicago. The "Calumet Region" is located on the south shore of Lake Michigan and surrounds Lake Calumet, Lake Wolf and Lake George. It is penetrated by the Calumet river. In this region are located Hegewisch, Hammond, East Chicago, Tolleston, Harvey, Pullman, and a number of other prosperous and growing manufacturing towns and suburbs, frequently alluded to in this volume.

Camp Douglas Plot.—A deep-laid plan conceived by the members of a society in this city called "The Sons of Liberty," to liberate the three thousand Confederate prisoners confined at Camp Douglas, a temporary military prison in the southern part of Chicago, in the latter part of 1864. The discovery of the plot created the wildest excitement in Chicago and throughout the North at the time.

Carpenters and Builders.—There are eight hundred employing carpenters and builders in Chicago.

Chinese Laundries.—There are about 250 Chinese laundries in Chicago.

Cigars and Tobacco.—There are 1,250 retail cigar and tobacco shops in Chicago, exclusive of saloons and restaurants.

Commission Merchants.—There are 700 establishments in the city doing a strictly commission business in grain, produce, fruit, etc.

Confectioneries.—There are 750 confectioneries in Chicago.

Consulates.—The foreign consulates in Chicago are located as follows: Argentine Republic, 83 Jackson st.; Austro-Hungarian, 78–80 Fifth avenue; Belgium, 167 Dearborn st.; Denmark, 209 Fremont st.; France, 78 La Salle st.; German Empire, room 25, Borden block; Great Britain, room 4, 72 Dearborn st.; Italy, 110 La Salle st.; Mexico, room 30, 126 Washington st.; Netherlands, 85 Washington st.; Sweden and Norway, room 1, 153 Randolph st.; Switzerland, 65 Washington st.; Turkey, 167 Dearborn st.

Contractors.—There are 275 contracting firms in Chicago. In addition there are over 500 contracting builders.

Cost of Street Cleaning.—The estimate for cleaning the streets of Chicago during the year 1890 is about $30 per mile, or a total of $2,000,000.

"Crib," The.—The original crib is situated about two miles out in Lake Michigan, almost directly east of the foot of Chicago avenue. "The Man at the Crib" is Captain Charles McKee, who, with his family, has spent eleven years in that desolate, wave-washed and tempest-battered granite home. He has reared a family of five girls and one boy, all of whom are married, except one girl. Besides his wife and daughter, three men and a dog occupy the crib at present. The crib-keeper's quarters are comfortable. During the winter months, when ice floes threaten to clog the grated mouth of the water tunnel, his duties are as severe as they are important. There are thousands of visitors at the crib during the summer months; in the winter it is sometimes difficult to reach it with the city supply boat. The visitor can take an excursion boat, steam or sail, on the lake shore, foot of Van Buren st. Fare, 25 cents. [See "Water Works."]

Cronin Murder.—A celebrated case. Dr. Patrick Cronin was enticed from his office, 540 North Clark st. [take North Clark st. cable line], about seven o'clock in the evening of May 4, 1889, to the Carlson cottage, 1872 N. Ashland ave. [take North Clark st. cable line or train on Evanston division Chicago, Milwaukee & St. Paul railroad, Union depot], where he was foully assassinated. His naked body was found in a cesspool on Evanston avenue, Lake View, about two miles north of the Carlson cottage, nearly a month after his disappearance. Suspicion fell upon certain members of a secret society known as the Clan-na-Gael, three of whom—P. O'Sullivan, an ice merchant; Daniel Coughlin, a police detective, and Martin Burke, a laborer—are now serving life sentences at Joliet Penitentiary for the crime.

Dentists.—There are 350 dental offices in Chicago.

Destruction of "The Sands."—The district known as "The Sands" was located along the lake shore, north of River st., and for many years previous to 1857 was a terror to the law-abiding people of the town. It was inhabited by squatters who built shanties upon the property, which became the resort of the very worst and lowest class of the population. Policemen hardly

RELATIVE POSITION OF CHICAGO, WITH REGARD TO OTHER PRINCIPAL CITIES.

dared to venture within the territory, and frequent murders and robberies were committed there. On April 21, 1857, Mayor Wentworth succeeded in driving the greater part of the male inhabitants out of the district and taking possession of the property for its owner, William B. Ogden. Those who remained behind, however, and who had received peremptory orders to pack up and leave, set fire to their shanties, and in a short time the entire district was burntover. Those that remained were torn down by the police. This put an end to "The Sands." The district is now one of the best in the city, being covered for the most part with handsome residences.

Distance of Chicago from other Principal Cities.—Chicago is distant from Montreal, Canada, 842 miles; time, 29 hours; from Portland, Me., 1255 miles; time, 40 hours; from Boston, 1150 miles; time, 32 hours; from New York, 911 miles; time, 26 hours; from Philadelphia, 822 miles; time, 24 hours; from Baltimore, 854 miles; time, 27 hours; from Washington, 811 miles; time, 26 hours; from New Orleans, 915 miles; time, 48 hours; from the City of Mexico, 2600 miles; time, 5 days; from San Francisco, 2450 miles; time, 3½ days; from Vancouver, B. C., 2350 miles; time, 4½ days. The time between Queenstown, Ireland, and New York is now made by the average ocean steamer in less than seven days. The time from Queenstown to Chicago would therefore be about 8½ days; from Dublin, Ireland, 9 days; from Belfast, Ireland, 9½ days; from Liverpool, England, 9 days; from London, England, 9½ days; from Edinburg, Scotland, 10 days; from Glasgow, Scotland (via Liverpool and Queenstown), 10 days; from Havre (direct), 9 days; from Paris (via Havre), 10 days; from Bremen (via Southampton), 9 days; from Berlin (via Bremen or Hamburg), 11 days (via Calais, Dover, Liverpool and Queenstown), 10 days; from Vienna (via Bremen), 11 days; from Rome (via Marseilles, Bologna, Liverpool and Queenstown), 15 days; from Madrid, via Lisbon, direct, 12 days; (via rail to Havre, and via Havre by steamship direct) 16 days; (via Liverpool and Queenstown) 15 days; from St. Petersburg (via Havre, Bremen or Hamburg), about 16 days. [See map showing "Relative position of Chicago with regard to other principal cities."]

Drake Fountain.—To occupy space between the City Hall and Court House buildings, Washington street frontage. Presented to the city by Mr. John B. Drake. It is to be Gothic in style and will be composed of granite from Bavino, Italy. The base is sixteen feet square, length thirty-five feet. The design includes a pedestal, on the front of which will be placed a bronze statue of Christopher Columbus, seven feet high, which is to be cast in the royal foundry at Rome. The statue will be the production of an American artist of reputation. The fountain is to be provided with an ice chamber capable of holding two tons of ice, and is to be surrounded with a water pipe containing ten faucets, each supplied with a bronze cup. The entire cost will be $15,000. Mr. Drake's generous gift to the city is to be ready for public use in 1892, and it will thus be happily commemorative of the 400th anniversary of the discovery of America by Columbus.

Dressmakers.—There are over 1500 dress-making establishments in Chicago.

Druggists.—There are 600 retail drug stores (or apothecary shops) in Chicago.

Dry Goods Stores.—There are over 500 dry goods stores in Chicago.

"Fair," The.—One of the most remarkable retail commercial establishments in the world, as well as one of the largest. The "Fair" was founded by E. J. Lehman about fifteen years ago. At first a little shop on the corner of State and Adams sts. was occupied. Gradually additions were and are being made. The establishment will cover an area of over 1,000,000 feet floor space. The house employs 2,400 salesmen and women, and transacts a yearly retail business reaching into the millions. Mr. Otto Young, the secretary and treasurer, has been for five years past the managing director of this great store, the founder being an invalid. "The Fair" is conducted by a stock company, the capital stock of which is $1,000,000. It is one of the sights of Chicago, and one that the visitor can not miss. [See "Fair School," "Fair Building," and also reference to the establishment in "The Guide" department of this work.]

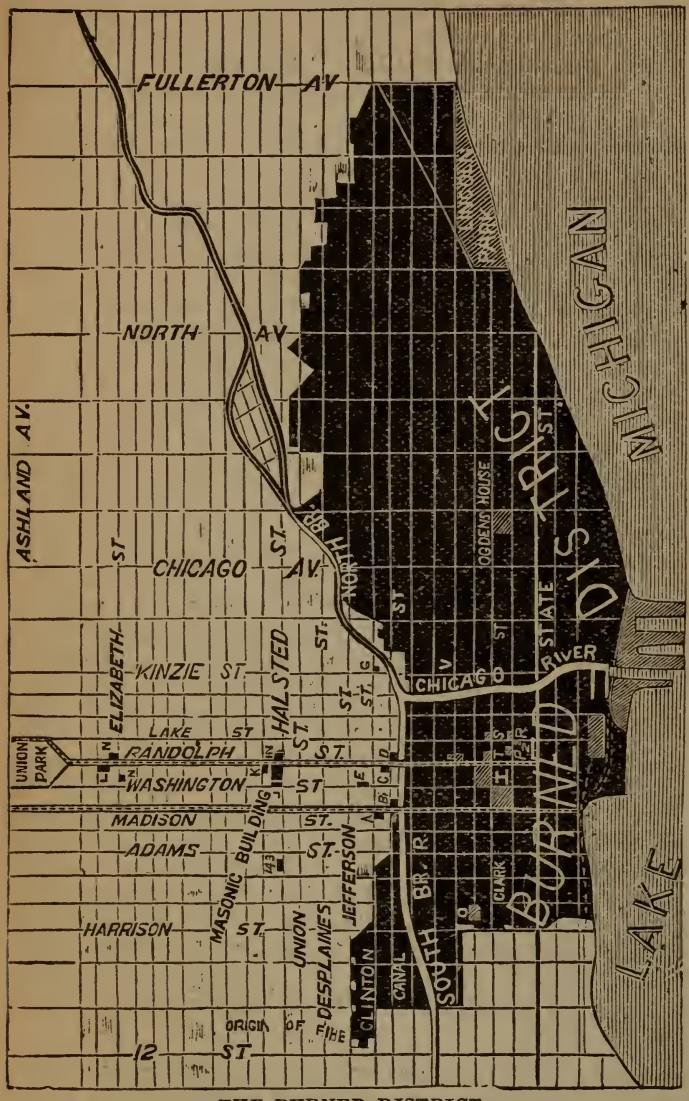
"Fair" Building.—The new "Fair" building will be the largest structure in the world devoted to commercial purposes. It will be in size as follows: The Dearborn and State street frontages will each be 190 feet, extending south that distance to Adams st. from the alley between Adams and Monroe sts. The Adams street frontage will be 350 feet, extending from State to Dearborn st. The building will be sixteen stories, or 250 feet high. This is a greater height than that of most church spires. The construction will be entirely of steel and fire-proof material, such as terra cotta and hollow tiling. The windows will be of heavy plate glass. Twenty-two elevators will be placed in position, and devices as nearly perfect as possible for heating, lighting and ventilating. The cost of the completed structure will be $3,000,000. It will be built in four or five sections, that the business of "The Fair" may not be too greatly interfered with, but the work of construction will be carried to completion with as little delay as possible. The foundations, to be of railroad iron in concrete, will be laid without interrupting regular business, the present structure being shored up while excavations are in progress. The Bon Marché, of Paris, is known the world over as the largest structure devoted to retail merchandise, but the new "Fair" building will far exceed it in extent, on the basis of the amount of floor space. The Paris building has only four floors, but it covers four blocks, each floor having an area of 108,000 square feet; each of the sixteen floors of the Fair building will cover a space of 64,800 square feet, making a grand total of 1,111,600 square feet. This makes the Chicago building almost two and a half times as large as the one in Paris. The present building at the northeast corner of Dearborn st. will be torn down; then steel foundations will be laid and the new building erected to the height of three stories. It will then be covered with a roof, and the corner at Adams and Dearborn sts. will be torn away, three stories built, and half of the front on State street removed. Business will not be discontinued during the three years that the sixteen-story building will be in process of erection. "The Fair" will occupy the first six stories and the basement, and offices will take up the remaining ten stories. Forty-three elevators will run in the building. The architecture will be on the simple and plain order; a grand entrance will extend from State to Dearborn st., and another will run from Adams street to the main passage through the building. There will be an open court through the center. The building is to be fire-proof throughout, and will be lighted by a private electric light plant. The structure is to be built and occupied, when completed, by the Fair Company, of which A. Lehman is president, and Otto Young secretary and treasurer. [See "The Fair," "Fair School," and mention in "The Guide" department of this book.]

Fair School.—The little "cash" girls employed in "The Fair," which is the "Bon Marche" of Chicago, number several hundred, and they are being educated under the supervision and at the expense of the management, Mr. Otto Young, the active director, having the matter under his immediate care. These children very frequently support or help to support their widowed mothers or invalid parents, and Mr. Young determined that their industry should not prevent them from obtaining proper schooling. The teacher is Mrs. Gallagher, and a large apartment in the "Fair" building is fitted up as a school room. The pupils number about 125. The course of study at "The Fair" school includes geography, reading, spelling, grammar, arithmetic and writing. When the pupils reach the store in the morning, shortly before 8 o'clock, they doff their hats and coats and get their badges and aprons and then they go directly to the school room, where the teacher is waiting for their arrival. There are no laggards, because each child is glad of the chance to attend school and proud of her learning. They have every incentive to help them along. Mrs. Gallagher exerts herself to the utmost to make school drill interesting and attractive. On the Fourth of July Mr. Young distributed prizes for good scholarship, and Mr. Lazarus, one of the managers, gave a handsome book for efficiency in a certain branch. The delight of the little girls who win these prizes can not be defined by words. Every day in the week they gather in this room, which for the two hours between 8 and 10 o'clock is sacred to this noble work. They care for no respite, and when a short time ago Mr. Young visited the room and asked all the scholars that would like two weeks' vacation to rise in their seats, not one of them accepted the offer. That the school has improved not only the minds but the manners of the children, there seems to be no room for doubt. The girls have become more polite to one another, have cultivated their self-respect, and therefore take more pride in their personal appearance. They are all the children of poor people and at home have no advantages. But they seem to be made of plastic material, for they have undergone a great change in their demeanor to one another and to the patrons of the store. They are intelligent and zealous in their labors and promise well for the future. All are under fourteen years of age. The management generously provides books, slates, pens, pencils, etc.

Floating Bath House.—A company has been organized for the purpose of constructing a mammoth and magnificent floating bath house on Lake Michigan. The "hull" will be of steel and built similar to and stanch as an ocean steamship. Its dimensions will be 150 by 130 feet, with eighteen feet depth of hold. There will be water tight compartments. In the center there will be an immense swimming tank, 500x200 feet, and floored with white marble. The floor well be perforated, giving an exhaustless and constant supply of fresh water, which will be kept at an agreeable and even temperature by steam heating appliances. In the hull will be located the Turkish and Russian baths, each occupying a space of 50x150 feet. These departments will be furnished in the most luxurious style.

Fire of 1871.—The fire of 1871 broke out on Sunday night, October 8th. There had been on the previous evening an extensive conflagration in the West Division, involving a heavy loss of property in the lumber district. The firemen had worked upon the blaze for many hours, finally succeeding in subduing it. The department, however, was pretty well exhausted when an alarm was sounded at 9 o'clock on the following Sunday evening. The fire was caused by the upsetting of a little lamp, in a stable, in the vicinity of De

Koven and Jefferson sts., west of the river and south of Van Buren st.; whether the lamp was kicked over by a cow belonging to a Mrs. O'Leary is a question that has never been satisfactorily settled. The fire first crossed the river at Van Buren st., and soon enveloped the old gas works on Adams st., where the Moody & Sankey Tabernacle afterward stood, and where stately wholesale houses now tower toward the sky. From that moment the business section of the city was doomed, for the wind blew a perfect gale and every moment added to the heat and fury of the conflagration, which marched steadily on, devouring granite blocks with the same ease as it destroyed wooden shanties. About one o'clock in the morning it had reached and wiped out the Chamber of Commerce building; shortly afterward it had swallowed up the Court House, whose bell tolled to the last minute. Then in one column, it pursued its furious course eastward, laying Hooley's Opera House, the *Times* building, Crosby's fine opera house and many other noble structures in ashes. Then it moved toward the northeast, and then attacked the wholesale district at the foot of Randolph st., carrying away the Central Depot, the ruins of which are still standing. Then it formed a junction with another branch of the main column after the latter had demolished the Sherman House, the Tremont House and other magnificent buildings in its path. Then there was a general onslaught upon the city's center from the left column which laid low all the buildings lying west of La Salle st., including the Oriental and the Mercantile buildings, the Union Bank, the Merchants' Insurance building, where Gen. Sheridan had his headquarters, the Western Union Telegraph office, and the solid and magnificent blocks of commercial houses



THE BURNED DISTRICT.

that lined La Salle street in those days. By morning there was not one stone upon another in this great business center. The right column of the fire is described as having started from a point near the intersection of Van Buren street and the river, where some wooden buildings were ignited by brands from the West Side. This column had the advantage of a large area of wooden buildings, say, Colbert and Chamberlin, "on which to ration and arm itself for its march of destruction." It gutted the Michigan Southern Depot and the Grand Pacific Hotel, and destroyed other handsome structures in the vicinity. Passing along the Postoffice, the Bigelow House, the Honore block, McVicker's new theatre, the *Tribune* building, Booksellers' Row, Potter Palmer's store, occupied by Field & Leiter, and all the smaller or less conspicuous structures on the road. It branched off and destroyed the handsome residences and churches on Wabash avenue, and was finally stayed in its southward course at Congress street. The fire crossed over to the north division about half-past three in the morning, and among the first buildings to go down was the engine-house of the water works, which, foolishly, had been roofed with pine shingles. The fire was carried here by burning brands which must have traveled a mile and a half in advance of the conflagration. "This was the system," say Colbert and Chamberlain, "by which the North Side was destroyed: Blazing brands and scorching heat sent ahead to kindle many scattering fires, and the grand general conflagration following up and finishing up." The North Side was left a mass of blackened ruins by morning. Only at the lake and the northern limits of the city was the fire stayed. The district burned over was bounded on the north by Fullerton avenue, on the west by Halsted street to Chicago avenue and from that point south on Clinton street, on the south by Twelfth street and on the east by Lake Michigan. The total area burned over was nearly three and a third square miles; number of buildings destroyed, 17,450; persons rendered homeless, 98,500; persons killed, about 200; loss, not including the depreciation of real estate or loss of business, estimated at $190,000,000; recovered by insurance, $44,000,000. One year after the fire many of the best business blocks in the city were rebuilt; five years after the fire the city was handsomer and more prosperous than ever; ten years after the fire nearly all traces of the calamity had disappeared.

Fire of 1874.—The second great fire in Chicago occurred on July 14, 1874. This conflagration swept over a district south of Twelfth street and east of State street, which had escaped the fire of '71. Although eighteen blocks or sixty acres were burned over, and although 600 houses were destroyed and the loss was close to $4,000,000, the calamity was never as deeply regretted as it would have been had the district been a safe one near the heart of the city. The houses were nearly all wooden, and were a continual menace. This district was soon rebuilt in a more substantial manner.

Fire Relics.—The finding of a large mass of molten iron by workmen excavating for the new Masonic temple in 1890 called attention to the fact that there were a number of interesting collections of relics of the great fire in Chicago. The most interesting and ornamental monument of the fire is the "Relic House," well known to North-Siders and Lincoln Park visitors. In 1872, when the "leavings" of the fire could be had for the asking or the trouble of picking them up, a man named Rettig conceived the idea of building a small cottage out of such material as a melted mixture of stone, iron and other metals. The queer structure was built at North Park avenue and Central street. Ten years ago it was removed to its present site near the junction of Clark street and North Park avenue (take North Clark street

cable line), Philip Vinter becoming the proprietor. Four years afterwards the "Relic House" passed into the hands of its present owner, William Lindemann, who has added a refreshment parlor to the saloon and made quite a rustic spot out of the relic. The only ruin of the '71 fire which remains standing is on a large vacant lot between Nos. 907 and 915 North Clark street, a few doors north of the "Relic House," on the opposite side of the street. The ruin consists of three sections of red brick wall with stone foundations showing where the chimneys, doors and windows formerly were. The lot is owned by Hugh A. White, a lawyer who lives in Evanston. The Chicago Historical Society has a large collection of fire relics, some from the ruins of the society's building, which was then near the corner of Ontario street and Dearborn avenue, but most of the relics are donations from Maria G. Carr, Mrs. E. E. Atwater, and various business firms who were burnt out. The Historical Society also has the key to the vault-door in the office of the Assistant Treasurer of the United States at Chicago, which was destroyed together with $1,500,000 in currency and the books and vouchers in the office. The key was presented by Henry H. Nash, Cashier. Large oil paintings of General Grant, J. Young Scammon and Miss Sneed (the woman who, Napoleon thought, was the most beautiful in the world), which were saved from the fire, adorn the walls of the society's room. Mrs. Carr's collection is a curious one, among the burned, melted, scorched and twisted things being a bunch of forks, a mass of type, bunch of tacks, pack of cards, a lot of knitting-needles, a spool of thread from Field, Leiter & Co.'s dry-goods house at Madison and Franklin streets, hooks and eyes, a package of buttons, three jew's-harps, thimbles, marbles, a bundle of melted glass, a piece of glass from Bowen Bros., Lake street; an old fashioned clay pipe, china dolls' head, three crucibles, a door bell, penknives, one being found under the site of a pulpit; a package of glass beads from Schweitzer & Beer's store, a bundle of screws, a walking cane without head or ferrule, necks of glass bottles from Jasger's place, and a package of slate pencils from the Western News Company's place. In Mrs. Atwater's collection is a lump of black stuff which was coffee once upon a time, labeled, "Browned too Much," remnants of the stock of a toy house, china dolls and playthings, a bundle of hair-pins, scissors, rosaries without the crucifix, glass beads, and a jet necklace well preserved, a box of charred biscuits from the ruins of Dr. Rice's church, a lot of stained and plain window-glass from various city churches, and a variety of blackened cups and saucers from the ruins of crockery houses.

Fisk Monument.—Erected by the Good Templars to John B. Fisk, at Rose Hill Cemetery. The statue, which is a beautiful piece of bronze work, stands on a handsome granite pedestal. John B. Fisk was a temperance speaker of great persuasiveness, with a peculiar charm of manner and a wonderful stock of anecdote, which rendered him very successful on the platform. He was born in Chenango county, New York, March 17, 1852. He received a good education, and, when a lad, became identified with the Good Templar movement. In 1877 he went to Nebraska and took a leading part in the red-ribbon movement, which resulted in more than 100,000 persons signing the pledge. He was successful in healing the breach that existed between the Good Templars of England and the United States. The last years of his life were spent at Evanston. At the time of his death he was chairman of the prohibition national committee. He died of heart failure, which overtook him while on a visit to Boston, October 3, 1887. His remains were brought to Evanston and interred in the Rose Hill Cemetery.

A VIEW IN GARFIELD PARK.

Foreign Coin, Value of, in United States Money.—The United States Government in 1891 declared the following statement of the value of foreign coin in United States money as official. Foreign visitors in Chicago may exchange their national coin at any of the leading banking houses or money brokers' offices at a small cost for exchange.

Country.	*Standard.*	*Monetary Unit.*	*Value in terms of U. S. gold dollar.*
ARGENTINE REPUBLIC	Gold and Silver	Peso	$0.96.5
AUSTRIA-HUNGARY	Silver	Florin	38.1
BELGIUM	Gold and Silver	Franc	19.3
BOLIVIA	Silver	Boliviano	77.1
BRAZIL	Gold	Milreis	54.6
BRITISH POSSESSIONS, N. A. (except NEWFOUNDLAND)	Gold	Dollar	1.00
CENTRAL AMERICAN STATES—COSTA RICA, GUATEMALA, HONDURAS NICARAGUA, SALVADOR	Silver	Peso	77.1
CHILI	Gold and Silver	Peso	91.2
CHINA	Silver	Tael—Shanghai	1.13.9
		Haikwan (customs)	1.27
COLOMBIA	Silver	Peso	77.1
CUBA	Gold and Silver	Peso	92.6
DENMARK	Gold	Crown	26.8
ECUADOR	Silver	Sucre	77.1
EGYPT	Gold	Pound (100 piastres)	4.94.3
FINLAND	Gold	Mark	19.3
FRANCE	Gold and Silver	Franc	19 3
GERMAN EMPIRE	Gold	Mark	23.8
GREAT BRITAIN	Gold	Pound Sterlg.	4.86.6½
GREECE	Gold and Silver	Drachma	19.3
HAYTI	Gold and Silver	Gourde	96.5
INDIA	Silver	Rupee	36.6
ITALY	Gold and Silver	Lira	19.3
JAPAN	Gold and Silver	Yen. Gold	99.7
		Silver	83.1
LIBERIA	Gold	Dollar	1.00
MEXICO	Silver	Dollar	83.7
NETHERLANDS	Gold and Silver	Florin	40.2
NEWFOUNDLAND	Gold	Dollar	1.01.4
NORWAY	Gold	Crown	26.8
PERU	Silver	Sol	77.1
PORTUGAL	Gold	Milreis	1.08
RUSSIA	Silver	Ruble	61.7
SPAIN	Gold and Silver	Peseta	19.3
SWEDEN	Gold	Crown	26.8
SWITZERLAND	Gold and Silver	Franc	19.3
TRIPOLI	Silver	Mahbub of 20 piastres	69.5
TURKEY	Gold	Piastre	4.4
VENEZUELA	Silver	Bolivar	15.4

Fort Dearborn.—The site of Fort Dearborn [see "Chicago As It Was"], is now covered by a wholesale grocery house, at the corner of Michigan ave-

nue and South Water street. A tablet placed in the front of the structure will attract the attention of the visitor. All remains of the old fortification have long since disappeared.

Fuel Dealers.—There are 700 coal and wood yards in Chicago.

Fulton Street Market.—The greatest wholesale meat market in the world; located on Fulton, between Green and Peoria streets, West Side. Take West Lake street cars to Green street, and walk north to Fulton. This is one of the most interesting sights in the city, and the foreign or American visitor will be repaid by a visit to it. Here may be seen the manner in which meats are distributed to the retail dealers of Chicago and vicinity. The cleanliness, the neatness and the perfect business management of the great exchange will command attention and admiration. The officers are: William G. Miller, president; C. Quinlan, vice-president; I. Hess, second vice-president; C. Danz, secretary, and P. Britten, treasurer. The directors are: Thomas Armour, M. Bauer, P. Jaeger, H. Guth, John Powell, W. J. O'Malley, M. R. Leyden and A. J. Sweeney. The capital stock is $220,000.

Furnished Rooms.—There are 600 houses where furnished rooms may be rented regularly in Chicago. This does not include hotels, private residences or lodging houses.

Furniture Dealers.—There are 500 retail furniture dealers in Chicago, a large number of whom sell furniture on the installment or easy-payment plan.

Gas Illumination.—The gas companies estimate that $2,500,000 must be expended for construction and improvements in this city on account of the World's Fair and the growth of the city. The officers of what is known as the "Gas Trust," for 1891 are—Directors: E. J. Jerzmanowski, W. H. Gebhard, J. B. Cohrs, F. S. Winston, E. C. Benedict, C. T. Yerkes, George O. Knapp, C. K. G. Billings, W. Ferguson, C. K. Wooster, C. E. Judson. The new directors elected the following officers: E. J. Jerzmanowski, president C. K. G. Billings, first vice-president; George O. Knapp, second vice-president; George A. Yuille, secretary and treasurer; F. L. Gentry, assistant secretary and treasurer.

Great Clocks of the City.—In the old days before the building was destroyed everybody's time was regulated by the Court House bell, and it is said that for some time after the fire there were no two watches or clocks in town that agreed. It is only within the last few years that public time pieces have appeared. People down town in the vicinity of the Custom House consult the clock in the Board of Trade tower and the Custom House clock. The largest clock in the city is that in the tower of the new Grand Central Depot, Harrison st. and Fifth ave. There are also great clocks at the North-Western and Rock Island. The Central Music Hall has a fine clock, so has the *Inter Ocean* building, the Tobey Furniture Company building, McAvoy's Brewery, the North Division railroad office, and the Jesuit Church on Twelfth st. The Manasse chronometer in the *Tribune* building is consulted more than any in the city, but there are innumerable clocks regulated by electricity throughout the city now. These are operated from the Western Union telegraph office.

Hardware.—There are 300 retail hardware and cutlery stores in Chicago.

Haymarket Massacre.—Night of May 4, 1886. Take West Randolph street car and alight at the Police Monument. The title is a misnomer. The tragedy recalled to mind by the name in reality occurred on Desplaines

st., between the Haymarket and the alley which runs east from Desplaines st., south of Crane Brothers' manufacturing establishment. The wagon from which the anarchist speakers addressed the mob stood directly in front of Crane Brothers' steps, about eight feet north of this alley. The bomb was thrown from the mouth of the alley and exploded between the second and third companies of policemen, as the six companies were halting close to the wagon. The bomb thrower unquestionably made his escape through the alley, which connects with another opening on Randolph st., east of the Haymarket. Seven policemen were killed outright, or died shortly afterward of their wounds, as a result of the explosion. A large number of policemen were badly and permanently injured. How many of those in the mob were killed or died afterward of the injuries they received in the police fusillade which followed the explosion has never been known, for their bodies were quietly buried and their wounds concealed by their friends whenever possible. The arrest of the leaders, Fielden, Spies, Engel, Lingg, Neebe, Schwab, Fischer, the searching of the *Arbeiter Zeitung* office, on the east side of Fifth av., near Washington st., and the discovery there of a vast supply of dynamite, arms, bombs and infernal machines; the discovery of bombs in different parts of the city, under sidewalks, in lumber yards and at the homes of the anarchists; the sensational surrender of Parsons, who had taken flight on the night of the massacre; the long trial, the speeches, the sentence, the appeal; the refusal of the Supreme Court of the United States to interfere; the efforts made to have the death sentence commuted; the day of execution, the 11th of November, 1887; the shocking suicide of the "tiger anarchist," Lingg, in his cell at the jail; the hanging of Parsons, Spies, Engel and Fischer, the commutation of the death sentences of Fielden and Schwab to life imprisonment, all contributed toward the popular excitement which followed the fatal 4th of May and continued until the gallows and the prison had performed the parts assigned them by the law. The executed anarchists are buried at Waldheim Cemetery. [See "Waldheim Cemetery."] The cell in which Lingg committed suicide is directly in front of the "cage" in the county jail. The other anarchists occupied cells in the same row. [See County Jail.] The police monument at the intersection of Randolph and Desplaines sts. (Haymarket Square) was erected by the citizens of Chicago in honor of the brave officers who risked or sacrificed their lives in defense of the law, and in commemoration of the death of anarchy in this city.

Haymarket Square.—That portion of W. Randolph st. between Desplaines and Halsted sts., West Side. Take Randolph st. cars. Near the east end of the square for many years stood the West Side Market house, a part of which was occupied as a police station. The square is now entirely open, the police monument which stands at the intersection of Randolph and Desplaines sts. being the only obstruction in the broad thoroughfare. To the north of the monument, on Desplaines st., the bomb was thrown on the night of May 4, 1886. [See Haymarket Massacre.]

Hell Gate Crossing.—By far the most dangerous street intersection in Chicago is at Randolph and LaSalle, where all cars of the North and West Side cable systems pass, two of the tracks curving around corners and the ringing of bells by the gripmen making a din bewildering to pedestrians.

Hirsch Monument.—Erected by Sinai Congregation in honor of the late Dr. Samuel Hirsch, at Rose Hill Cemetery. The monument is a plain marble

shaft. It bears the following inscription: "Erected by Chicago Sinai congregation, the first to adopt without compromise or hesitation the principles he taught, and consecrated to the memory of Dr. Samuel Hirsch. Born in Thalfangen, Prussia, June 8, 1815, he died in Chicago May 14, '89. For fifty years of active life as rabbi, both in Europe and the United States, he was the most fearless and consistent champion of enlightened, liberal Judaism, and by words of mouth and pen never tired of holding its tenets as fundamentally the doctrine destined to be the religion of humanity, looking neither to the right nor to the left, but confident of the invincible power of truth. Those who now lag behind will follow, and those who now oppose will endorse our movement."

Horse Market.—Take train at Van Buren St. depot, Van Buren and Sherman sts., State st. cable with transfer to Thirty-fifth st., or South Halsted st. car line. There is no more interesting feature of the Union Stock Yards than the horse market. At the head of Exchange ave., the main thoroughfare leading into the yards, a row of brick stables extends to the left along the west side of a blind alley. The narrow way is thronged with a motley crowd of cattle-buyers, horsemen, speculators and spectators. The scene resembles very much that around the public square in some Western town. Stable-men, wearing hickory shirts and faded trousers, are leading bunches of horses out of the barns and down Exchange ave. to the railroad tracks. The horses wear their tails done up in red flannel and a tag marked "sold" flutters from their halters. The Horse Exchange has grown to be one of the main factors in the business at the yards. It was first established in 1866, in which year there were 1,553 horses received and but 162 shipped. The business has constantly increased until in 1890 the total receipts amounted to 94,362 head

Horseshoers.—There are three hundred horseshoeing shops in Chicago.

Ice Consumption.—Chicago, owing to her immense meat industries, consumes more ice than New York, Philadelphia and Brooklyn combined. The following table is as near correct as any that can be obtained, showing the actual daily sales of the great ice companies of the city:

	Tons.		*Tons.*
Washington Ice Co	1,000	Berry Lake Ice Co	100
Knickerbocker Ice Co	1,000	Jefferson Ice Co	100
Lincoln Ice Co	500	Michael Coffey	50
J. P. Smith & Co	300	Schmidt & Wohlleber	50
Griffin & Connelly	300	George Ruh & Co	50
C. & A. Piper	200	C. Schuh	50
A. S. Piper & Co	200	Schanz & Theiner	25
Esch Bros. & Rabe	200	Nic Carr	15
Anderson, Freeman & Co	200	The Consumers' Ice Co	15
Kurz & Huttenlocher Ice Co	200		
Union Ice Co	150	Total	4,705

It is further estimated that the daily consumption of ice at the Stock Yards is fully as great as that of the remainder of the city, making the aggregate consumption about 10,000 tons, or an average of nearly twenty pounds for every man, woman and child in the city. The average appears excessive and improbable, but it should be remembered that perhaps more than half of all the ice used in the city is consumed at the Stock Yards. The saloons of the city use upwards of 100 tons. The Grand Pacific uses ten tons, the Palmer House ten, the Auditorium nine, Kinsley's from twelve to fifteen, the Sherman and Tremont about six tons each, and many of the larger restaurants use from three to five tons. Then there are the milk depots, which are among the heaviest consumers, and the undertakers are supplied from one to two tons daily.

THE COLD-STORAGE EXCHANGE.

Illinois Internal Revenue Payments.—For the fiscal year ending June 30, 1890, the total receipts from internal revenue amounted to $142,587,188. Of this Illinois paid the largest amount, $34,878,691, or more than twice as much as any other State. The First Illinois, or Chicago, district paid $10,500,000.

Inter-State Exposition.—The building on the Lake Front occupied for so many years by the Inter-State Exposition Association, if the orders of the municipality are carried out, will be removed this year. Expositions have been held annually in this structure since 1875. The report of the last exposition contained the following facts: The value of the art collection was $600,000 Sales were effected to the amount of $30,975, from which, as usual, no commissions were deducted, the full amount for every picture sold being received by the artist or owner. Fifteen thousand, six hundred and eighty-nine catalogues were sold, the amount realized from the sale of which was $1,568.90, the cost of the same being $831.30. The attendance on paid admissions was as follows: Adults, 197,400; children, 20,120; exhibitors, as reported by the treasurer, one admission per day, 12,560; employes as reported by the treasurer, one admission per day, 14,440; exhibitors and employes accounted for by treasurer in his report of payments for privileges, one admission per day, $13,760; total, 258,280; being an average attendance daily for forty days, 6,457. The balance in the hands of the treasurer was $20,959.19. There are 598 shareholders. Directors: D. B. Fisk, John P. Reynolds, Wiley M. Egan, Charles B. Farwell, Henry Field, A. F. Seeberger, J. W. Stewart, George H. Laflin, Jacob Rosenberg, Andrew McNally-J. W. Ellsworth, George Mason, James H. Dole, J. Irving Pearce, Warren G. Purdy, J. Harley Bradley, E. A. Manchester, O. B. Phelps, Benjamin E. Gallup, L. O. Goddard, S. H. McCrea, T. W. Harvey, Edwin Lee Brown, Robert Law, Frank I. Pearce.

J. V. Farwell Company.—The great dry goods house of J. V. Farwell & Co., one of the largest in the world, and doing a business of over $40,000,000 per annum, was incorporated as a stock company on December 13, 1890. The board of directors are: C. B. Farwell, J. K. Harmon, J. V. Farwell, Jr.; J.T. Chumasero, F. P. Potter, J. E. Downs, and B. Burchard. The officers are: C. B. Farwell, president; J. K. Harmon, vice-president; J. V. Farwell, Jr., treasurer; J. T. Chumasero, secretary.

Jewelers.—There are 439 watch and jewelry establishments in Chicago.

Lager Beer Riot.—Occurred on April 21, 1855, during the administration of Mayor Levi D. Boone. Brought about by an attempt of the "Native American" or "Know-nothing" party to enforce the liquor, Sunday and other laws obnoxious to the foreign element. The Mayor, in attempting to close the saloons on Sunday, had arrested a large number of saloon keepers for defying his authority by keeping open. While their cases were being heard in the old court-house, a mob came over from the North Side and was met by the police on Clark street, between Randolph and Lake streets. Here a collision took place. Only one man, a German rioter, was killed, but a large number were wounded. The rioters, although defeated, in reality were victorious, for the obnoxious laws fell into desuetude.

Lake Street.—Lake street before the great fire of 1871 was the fashionable retail street of the city. Here nearly all the great retail dry goods houses were located. In a smaller way it was, then, what State street is now. At present it is given over entirely to hardware, cutlery, rubber goods, machinery, railroad supplies, etc.

Laundries.—There are about 300 laundries other than Chinese in Chicago. [See "Chinese Laundries."]

Lawyers.—There are over two thousand lawyers, engaged in active practice, in Chicago.

Little Hell.—At the time of the great fire the region west of Larrabee street was almost unoccupied as far down as the river, and when the relief work began this tract was suggested as a good place for the building of houses for the people whose property had been destroyed. So a lot of small cottages and one long, low building with a room for each family in it were erected. The long, low building was called "The Barracks." It stood on the west side of Crosby street, just across from the gas works, and it was the center of all the glorious doings that made "Little Hell" historical. The citizens of the "Hell" were comfortably fixed for social enjoyment. Their food and lodgings, and much of their clothing, came from the Relief and Aid Society. Work was plenty and labor was high. They found themselves each week with a surplus on hand and nothing to do with it, unless they devoted it to the pleasures of the cup that cheers. It was thus that "Little Hell" began. The police found it out first. Every night a patrolman would come in for help from the station to subd e a riot. When an old officer was to be punished, or a new one tried, he was sent to "Little Hell." Sometimes he lasted a week If he was particularly tough and courageous, and if he had a hard head, he survived perhaps a month. Then he usually went to the hospital to furnish an interesting case of compound fracture or concussion of the brain to the clinics. "Little Hell" was a "terror district" for several years after the fire and many a bloody murder was committed within its precincts. But most of the desperate characters who infested the district have been killed or sent to the penitentiary or driven out of the city. The houses in "Little Hell" are even giving way to new brick structures, but there are frequent relics of the old "relief cottages" to be seen in the famous tract. Their owners have patched them up from time to time until many of the traces of their origin have disappeared Occasionally one encounters the relief cabin just as it rose after the fire, its rude clapboards, pine shutters, and unplaned doors showing the hurry in which it was put up. In spite of the changes, though, "Little Hell" is spireless. The Swedish Evangelical Lutheran Church is just at its door, and there is a mission of St. James Episcopal Church on Division street, and recently the Presbyterians have established a small church society within its borders. The neighborhood is still interesting by reason of its historical surroundings, the "fire shanties" being still numerous. It may be reached by a Larrabee street or Chicago avenue car.

Livery Stables.—There are 300 livery and boarding stables in Chicago.

Live Stock Commission.—There are about 200 live stock commission houses in Chicago, the greater portion of which are located at the Union Stock Yards Exchange Building.

Market Squares.—There have been no public market houses in Chicago for a number of years, but back in the early days of the city one stood in each of the three divisions. The South Side market was on State st., between Randolph and South Water sts.; the West Side market was on Haymarket square, and the North Side market was on Michigan st., where the Criminal Court building and jail now stand. The Haymarket massacre occurred near

the site of the West Side market. Mayor Wentworth piled all the overhanging signs, which he tore down during his second administration, on the South Side site, and Stephen A. Douglas was mobbed on the North Side site. Police stations were located in each of these market houses, and the upper floors were used as town or public halls.

Meat Markets.—There are 1,400 retail meat markets in Chicago.

Mayors of Chicago.—Following is a list of the mayors of Chicago from the incorporation of the city to the present time: William B. Ogden, Buckner S. Morris, Benjamin W. Raymond, Alexander Loyd, Francis C. Sherman, Augustus Garrett, Alson S. Sherman, John Putnam Chapin, James Curtiss, James H. Wordworth, Walter S. Gurnee, Charles M. Gray, Isaac L. Milliken, Levi D. Boone, Thomas Dyer, John Wentworth, John C. Haines, Julian S. Rumsay, John B. Rice, Roswell B. Mason, Joseph Medill, Harvey D. Colvin, Monroe Heath, Carter H. Harrison, John A. Roche, DeWitt C. Cregier.

Michigan Avenue.—Formerly a residence street along the Lake Park, has changed materially within a few years. It is now Michigan blvd. It will probably become the great hotel avenue of the city. At present some of the grandest structures in Chicago are located along its west side. At Adams st. is the Brunswick, and on the opposite corner is the Pullman building, which is more or less of a hotel. On the northeast corner of Jackson street is located the Argyle apartment building, which is really a large family hotel. North of it, on the ground owned by the Jennings estate, and occupied by Leroy Payne's stables, there will be a hotel. On the southwest corner is the Leland, and then the Richelieu. Next comes the Beaurivage, which has been remodeled into a hotel by the owner, L. J. McCormick, who will call it the Victoria. These three hotels occupy the entire block between Jackson and Van Buren sts. At the northeast corner of Congress st. is the greatest of all, the Auditorium. Within three or four years the Auditorium Hotel Company will acquire possession of the Studebaker building, which adjoins it on the north, and which will be re arranged so as to be suitable for hotel purposes. Between Harrison and Twelfth sts. there are several large apartment buildings which answer the same purpose as family hotels. At Park Row and Twelfth st. is the site selected for the new hotel, which will rival the Auditorium. Along the avenue south of Fourteenth to Twentieth st. are a number of apartment houses which can be classed as family hotels. At Twenty-first st. a big hotel, to be known as the "Fairbanks'," will be built. The Batchelder interests will build at Twenty-second st., and at Twenty-third st. the magnificent Hotel Metropole is being builded. There will be at the southeast corner of Thirty-fifth st. a large apartment building. These different enterprises are gradually changing Michigan ave. from a thoroughfare of fine residences to a semi-business st., which has no parallel in Chicago.

Midwives.—There are 350 practicing midwives in Chicago.

Millinery Shops.—There are 280 millinery shops in Chicago.

Milk Depots.—There are 800 milk supply depots in Chicago.

Milk Supply of Chicago.—R. M. Littler, secretary of the Chicago Produce Exchange, has complied figures showing something of the extent of the milk traffic of this city. Chicago's dairy farm is a large one, extending away up to the southern edge of Wisconsin and west and south a distance of some

eighty miles. The milk is collected daily from individual farmers and rapidly forwarded to the city on fast express trains, many of which are engaged solely in this business, making the long distance named in three hours, arriving here before the break of day. The milk is carried in cans of eight gallons each and about 10,000 cans arrive daily at the several depots, chiefly on the West Side. The 80,000 gallons of milk received every morning represent a wholesale price of 14 cents per gallon, or a daily milk bill of $12,000, making a yearly total of rather more than $4,000,000. Of course, the sum finally paid by 1,000,000 consumers at the retail price asked is much larger than the above—perhaps doubled. Taking as an average daily yield two gallons for each cow it will be seen that in order to keep the city supplied 40,000 cows are on duty each day. From official returns of other cities in this country it appears that Chicago uses more milk per capita than the large centers in the East. This is largely due to the fact that here there is relatively little condensed milk consumed. In many of the chief cities of the Eastern States, where pastorage and hard feed represent greater expense to the dairyman, there is a large consumption of condensed milk. This is produced in the Elgin and other domestic dairy districts and also Switzerland.

Monuments.— The monuments of Chicago are Douglas Monument, in Douglas Monument Park. Take Illinois Central train for Thirty-fifth st.; the Lincoln, Grant, LaSalle, Schiller and Indian Monuments in Lincoln Park [see Lincoln Park]; the Police Monument, in Haymarket Square; take Randolph st. car; the Soldiers' Monument, at Rose Hill Cemetery [see Rose Hill Cemetery] and the Mulligan Monument, at Calvary. [See Calvary Cemetery.] There are a number of very handsome and costly private monuments in many of the cemeteries. [See Fisk Monument and Hirsch Monument.]

Music Teachers.—There are 500 music teachers in Chicago.

National Political Conventions in Chicago.—The geographical position of Chicago, her accessibility by direct rail from all parts of the United States, her great newspapers which collect and disseminate the news of the day in a manner that is not approached elsewhere; her wonderful telegraphic facilities; her immense hotels and her incomparible accommodation for extraordinary gatherings have contributed toward making her the Convention City of the Nation. Some of the most important conventions of the great political parties have been held here. Abraham Lincoln was nominated in Chicago in 1860. The place in which the convention was held was a structure erected for the purpose, called the "Wigwam." It was built by voluntary subscriptions, and consisted of an immense audience room, arranged like an amphitheatre, the roof of which was supported by numerous upright posts. The Wigwam stood on Market, near Washington st. Gen. George B. McClellan was nominated here for the presidency in 1864; Gen. U. S. Grant (in Crosby's Opera House) in 1868; Gen. Garfield (in the Exposition building) in 1880; James G. Blaine and Grover Cleveland (in the Exposition building) in 1884, and Benjamin Harrison (in the Auditorium) in 1888.

Notaries Public.—There are 1,673 notaries public in Chicago qualified to administer oaths, take affidavits, receive acknowledgements, etc.

Nurses.—There are 200 professional nurses in Chicago, not including those employed in institutions.

Old Chamber of Commerce.—The old Chamber of Commerce building, for years occupied by the Board of Trade, stood on the southeast corner of Wash-

ington and LaSalle streets, where the Chamber of Commerce office building now stands. Originally, the site was covered by the Second Baptist Church, a brick structure, which was removed before the fire to the corner of Morgan and Monroe streets, West Side, where it stands to-day, brick for brick, as it was before removal.

Old University.—The old University of Chicago occupied a beautiful site on Cottage Grove avenue, between Thirty-third and Thirty-fifth streets. It was founded by the late Stephen A. Douglas. The buildings have been torn down. [See Chicago University.]

Ogden Residence.—Fronting Washington Square, North Side; stood for nearly half a century the residence of the Ogden family, a stately frame mansion. It was the only building on the North Side which escaped destruction in the conflagration of 1871. Recently it has been torn down to make room for the Newberry Library building. It was one of the historical buildings of Chicago and among the places always pointed out to the stranger. The grand old trees which surrounded it have not been disturbed, except where the architectural requirements of the new building made it absolutely necessary. [See Newberry Library.]

Painters.—There are 583 house and sign painting establishments in Chicago.

Photograph Galleries.—There are 275 photograph galleries in Chicago, employing about 2,000 artists.

Physicians and Surgeons.—There are about 2,100 physicians and surgeons engaged in active practice in Chicago.

Population of American Cities.—The population of the principal cities of the United States, according to the census of 1890, was as follows: New York, 1,513,501; Chicago, 1,098,576; Philadelphia, 1,044,894; Brooklyn, 804,377; St. Louis, 460,357; Boston, 446,507; Baltimore, 433,639; San Francisco, 297,990; Cincinnati, 296,309; Cleveland, 261,546; Buffalo, 255,543; New Orleans, 241,995; Pittsburgh, 238,473; Washington, 228,160; Detroit, 207,791; Milwaukee, 203,979; Newark, 182,020; Louisville, 185,756; Minneapolis, 164,780; Jersey City, 163,987; Rochester, 135,302; Omaha, 134,742; St. Paul, 133,156; Providence, 132,043; Denver, 126,186; Indianapolis, 125,000; Kansas City, 105,000; Allegheny City, 104,967; Scranton, 95,000; Albany, 93,523; New Haven, 85,981; Worcester, 82,133; Richmond, 80,300; Paterson, 78,300; Memphis, 75,360. [See population statistics under heading "Chicago As It Is."]

Population of Foreign Cities.—The population of the great cities of foreign countries is as follows, with the census years: London (1889), 4,351,738; Paris (1886), 2,344,550; Berlin (1885), 1,315,287; Vienna (1889), 1,350,000; Tokio (1887), 1,165,048; St. Petersburg (1888), 978,309; Constantinople (1885), 873,565.

Publishers.—There are 479 publishing concerns in Chicago, exclusive of newspaper offices.

Pullman's Military Band.—A splendid military band organization of the industrial village of Pullman. Chartered in 1889. It has received great praise for the excellence of its performances, and is distinguished for having won the prize at the State Fair at Peoria, for which seven other bands made a contest.

Real Estate.—There are 1,638 concerns engaged in the real estate business in Chicago, exclusive of individual agents, curb-stone brokers, etc.

It is estimated that 10,000 men are engaged in the various avocations connected with the sale of real estate, as solicitors, "boomers," sub-division agents, etc., etc. The responsible real estate firms of the city are members of the Real Estate Board. [See "Real Estate Board."]

Restaurants.—Chicago has some of the finest restaurants in the world, and more first-class eating houses than any other city. There are 624 restaurants here, located at convenient points along the principal thoroughfares.

Revenge Circular.—The following is the full text of the circular issued by the anarchists of Chicago, after the suppression by the police of the riot on "the Black Road." [See "Black Road."] It was written by Adolph Spies afterwards executed for his part in the Haymarket massacre.

"Revenge! Workingmen to Arms! Your masters sent out their bloodhounds, the police. They killed six of your brothers at McCormick's this afternoon. They killed the poor wretches because they had the courage to disobey the suprem will of your bosses; they killed them because they dared to ask for the shortening of the hours of toil; they killed them to show you, free American citizens, that you must be satisfied and contented with whatever your bosses condescend to allow you, or you will get killed. You have for years suffered unmeasurable iniquities; you have worked yourself to death; you have endured the pangs of want and hunger; your children you have sacrificed to the factory lords—in fact you have been miserable and obedient slaves all these years. Why? To satisfy the insatiable greed, to fill the coffers of your lazy, thieving masters. When you ask them now to lessen the burden they send their bloodhounds out to shoot you—kill you. If you are men, if you are the sons of your grandsires who have shed their blood to free you, then you will rise in your might, Hercules, and destroy the hideous monster that seeks to destroy you. To arms! We call you to arms! "YOUR BROTHERS."

Riot of '77.—Outgrowth of the great railroad strike throughout the entire eastern portion of the United States, particularly in Pennsylvania. Principal scenes of trouble in Chicago: South Halsted street from viaduct to the Stock Yards; railroad tracks at Sixteenth street; W. Twelfth Street Turner Hall and the entire southwestern portion of the city. The riot threatened serious consequences for some days, but was finally quelled by the arrival of United States troops from the plains

"Rookery."—After the great fire of 1871 the municipality erected for temporary use a two-story brick building on the half block bounded by LaSalle, Adams and Quincy streets, and the alley between LaSalle and Clark streets and called it the City Hall. It was also occupied by the Courts. The structure was put up in great haste, and without regard to architectural beauty. It is stated that pigeons used to flock to the building, induced thither by a glass roof which surmounted a disused water tank which occupied the center of the structure and by the oats which fell from the feed-bags which the fire marshals used for their horses on the Quincy street side. The story goes that one day a gentleman marched into Mayor Medill's office to complain of the pigeon nuisance and spoke of the building as a "rookery." Whether this was the real origin of the term or not, the newspaper reporters got into the habit of calling the building the "rookery," and it was generally understood that they alluded to the dilapidated condition of the structure, which from the day it was finished began to fall to pieces. At any rate the name clung to it as long as the building stood, and when the present magnifi cent structure took its place its owners decided to retain it. [See Rookery Building.]

Saloons or Public Houses.—There are 5,782 places in Chicago where liquor is sold at retail, not including drug stores or restaurants.

Shaving, Hair Cutting, etc.—The rates of first-class barber shops are, hair cuts 25 cents, champoo 25 cents, "sea foam" (dry champoo) 15 cents, shave 15 cents, bath 25 cents, shoe-shines 10 cents.

Sheridan Road.—A beautiful driveway that skirts the North shore, between Lincoln Park and Fort Sheridan. This drive was projected as a common roadway, but the probable work in future improvements, as the country along the North shore developes, is practically immeasurable. The drive is at present about twenty-four miles in length, ranging in quality from first-class asphalt pavement to a plain country road. The total cost of work completed is about $500,000. This covers only the work done north of Lincoln Park, and includes the work done on the six miles north of Edgewater. The work has been carried on by private and municipal enterprise. The character of the work, of course, varies with the present development of the country. For this reason the southern part of the work is superior to the work done in the northern half of the road. Through the villages along the shore old-established streets are made an integral part of the road. The return drive through Evanston, South Evanston and Rodgers Park is by no means an unimportant part of this north-shore improvement. The section of this drive in South Evanston has been set apart as a boulevard and the work of improvement of the same will cost about $70,000. For a distance of one and one-half miles this drive is to be paved with cedar blocks, curbed, and lined with elm trees. The work of construction, particularly on the northern part of the road, has been much more difficult than that of ordinary boulevarding around Chicago. Instead of a smooth and uniformly level street, the road winds around the sides of ravines and runs over hills and down declines of from 50 to 100 feet. The road when finished will be turned over to the commissioners of the various town and village authorities The construction is in charge of the Sheridan Road Association, of which Mr. Alexander Clark, of South Evanston, one of the originators of the scheme of improvement, is secretary.

Snell Murder.—A crime that has become celebrated. Amos J. Snell, a wealthy householder and capitalist of Chicago, was murdered during the night of February 7, 1888, in his residence, 425 Washington blvd., cor. of Ada st., West Side Take West Madison street cable line. The body was discovered by the coachman, Henry Winklelocke, at 7 o'clock the next morning, in the hall, near the stairway. Suspicion fell upon a young man named Willie Tascott, who had been leading a life of dissipation, and who was known to have been familiar with the Snell residence. A number of valuable papers were stolen from a safe in the house, and some other miner articles disappeared. Notwithstanding that a reward of $50,000 has been offered for the arrest of Tascott ever since, no trace of him has ever been found. The crime is enveloped in a dark mystery.

State Central Committees.—The composition of the State Central Committees of Illinois is as follows: REPUBLICAN.—Headquarters, Chicago. Chairman, A. M. Jones; secretary, Daniel Shepard; treasurer, George Schneider. Members at large: A. M. Jones, Warren; E. H. Morris, Chicago. Members: 1st District, Pliny B. Smith, Chicago; 2d, G. J. Chott, Chicago; 3d, Henry L. Hertz, Chicago; 4th, E. S. Conway, Oak Park; 5th, W. S. Frazier, Aurora; 6th. George S. Roper, Rockford; 7th, Thomas Diller, Sterling; 8th Thomas C. Fullerton, Ottawa; 9th, Dr. E. A. Wilcox, Minonk; 10th, Isaac C. Edwards, Peoria; 11th, Peyton Roberts, Monmouth; 12th, U. H. Keath,

Quincy; 13th, C. R. Paul, Springfield; 14th, E. D. Blinn, Lincoln; 15th, James H. Clark, Mattoon; 16th, A. H. Jones, Robinson; 17th, H. J. Hamlin, Shelbyville; 18th, H. Brueggemann, Alton; 19th, James S. Martin, Salem; 20th, W. C. S. Rhea, Marion. DEMOCRATIC.—Headquarters, Chicago. Chairman, Delos P. Phelps; secretary, Theo. Nelson; treasurer, W. B. Brinton. Members at large: J. H. Baker, Sullivan; D. P. Phelps, Monmouth; S.B. Chase, Chicago; J. C. Strain, Chicago; Andrew Welsh, Aurora; J. R. Creighton, Fairfield; C. D. Hoiles, Greenville. Members: 1st District, Thomas Gahan, Chicago; 2d, Joseph P. Mahoney, Chicago; 3d, W. F. Mahoney, Chicago; 4th, Fred Greisheimer, Chicago; 5th, Denis J. Hogan, Geneva; 6th, W. O. Wright, Freeport; 7th, C. C. Johnson, Sterling; 8th, P. C. Haly, Joliet; 9th, D. C. Taylor, Kankakee; 10th, S. Y. Thornton, Canton; 11th, J. W. Potter, Rock Island; 12th, W. H. Hinrichsen, Quincy; 13th, J. D. Wright, Petersburg; 14th, Theodore Nelson, Decatur; 15th, W. B. Brinton, Tuscola; 16th, John Landrigan, Albion; 17th, J. W. Lumpkin, Carlinville; 18th, Timothy Gruaz, Highland; 19th, Walter Watson, Mount Vernon; 20th, R. E. Sprigg, Chester. PROHIBITION.—Headquarters, Rockford. Chairman, John W. Hart; secretary, James Lamont; treasurer, J. B. Hobbs. Members: 1st District, Rev. H. S. Taylor, Englewood; Rev. J. C. Stoughton, Chicago; 2d, J. P. Bishop, Chicago Lawn, Nillis Johnson, Chicago; 3d, Mrs. L. S. Rounds, A. E. Wilson, Chicago; 4th, Miss H. L. Hood, J. B. Hobbs, Chicago; 5th, M. H. Daley, DeKalb, J. N. Wheeler, Geneva; 6th, Spencer Rising, Lena; John W. Hart, Rockford; 7th, D. E. Holmes, Galva, F. E. Andrews, Sterling; 8th, M. E. Cornell, Yorkville, E. L. Donagho, Streator; 9th, E. E. Day, Kankakee, W. H. Boles, Eureka; 10th, Dan'l R. Sheen, Peoria, Rev. J. G. Evans, Abingdon; 11th, J. R. Hanna, Monmouth, L. F. Gumbart, Macomb; 12th, Sam Woods, H. S. Wells, Quincy; 13th, J. A. Van Fleet, R. H. Patton, Springfield; 14th, A. F. Smith, Decatur, D. H. Harts, Lincoln; 15th, C. V. Guy, Danville, Geo. W. Gere, Champaign; 16th, Hale Johnson, Newton, G. B. Murray, Olney; 17th, L. F. Stoddard, Ramsey, H. B. Kepley, Effingham; 18th, Jas. A. Watts, Nashville, A. J. Meek, Marissa; 19th, A. M. Sterman, Dahlgren; John Lund, McLeansboro; 20th, J. F. McCartney, Metropolis, M. A. Smith, Vienna.

State Street.—State st. dates its glory from the fire, although many great improvements were made, planned or contemplated before that disaster. It received a new impetus after the fire of 1874. This blaze wiped out all the old shanties south of Harrison st. and they were replaced by fine substantial buildings. To Potter Palmer, more than to any other man or force, the growth and prosperity of the thoroughfare is due. By his own personal energy and greatly at his own personal cost he succeeded in having the street widened. [See Palmer House.]

Street Electric Lights.—There are at present, eight electric light districts in the city. The number of lights in operation at present is 929, which have displaced 3,621 gas lights since 1887; the amounts expended each year for electric lights, construction and maintenance were as follows: 1887, $39,976,-25; 1888, $69,414.25; 1889, $307,858.62; 1890, $139,630.60, total, since system was adopted, $556,877.72. The cost of nine hundred 2,000-candle-power arc lights at $83.00 was $74,700; cost of the 3,621 twenty-candle-power gas lights which they displaced, at $20, was $72,400. The cost per candle power for arc light is estimated at four cents; per candle power for gas light, $1.00. The equipment of the municipal electric lighting system is as follows: four-power

ST. JOSEPH'S HOSPITAL.

station, thirteen 125 horse-power high speed engines; one 300-horse power Corliss engine; six 100-horse-power tubular boilers, pumps, heaters, etc.; fifteen 125-horse-power tubular boilers, heaters, pumps, etc.; 1,029 double carbon lamps; 929 lamp posts and hoods; five 60-light high tension dynamos; four 60-light low tension dynamos; eleven 35-light high tension dynamos; six 35-light low tension dynamos; fourteen 30-light low tension dynamos; 169 miles of electric light cable; 12,109 feet of underground conduit; 500,614 feet of iron pipe laid underground; 248 manholes; 125 handholes. The estimated expense for the maintenance of existing lights and proposed extension of system for 1891 was as follows: maintenance of 1,128 arc lights at $3, total $93,624; lamps, dynamos, hoods, posts, switches, power labor, iron pipe cable to District No. 1, increasing it to a 500-light plant, $71,736; same for District No. 4, increasing it to a 400-light plant, $65,514; same for District No. 6, increasing it to a 500-light plant, $74,664; same for District No. 8, increasing it to a 300-light plant, $70,272. Total estimated expense of electric light service for 1891, $375,810.

Street Nomenclature.—Street nomenclature in Chicago is likely to confuse the visitor. It is not clear even to old residents. There is an entire absence of system in the naming of streets, and where a system has been attempted it has only served to increase the confusion. For instance, the streets running east and west, south of the Chicago river, are named South Water, Lake, Randolph, Washington, Madison, Monroe, etc. Now from Washington south it was the evident intention to name the streets after the presidents, but those which are so named are not in the proper order, and Jefferson and Lincoln sts. are on the West Side, running north and south, while Johnson is a little back street in the southwestern part of the city. Streets named after trees, such as Elm, Oak, Pine, etc., are on the North Side, and Walnut is on the West Side. There is a Lake st. and a Lake ave., the latter miles away from the former. There is a Park ave. on the West Side and a South Park ave., miles away, on the South Side. We have a Garfield ave. on the North Side, Garfield Park on the West Side, and a Garfield blvd. on the South Side. We have a Washington st., Washington ave. and Washington blvd., each in a different district of the city. So also we have Madison st. and Madison ave. Again, we have Michigan st., Michigan ave. and Michigan blvd., Indiana st. and Indiana ave. etc., etc. There is at present a scheme before the authorities for correcting the nomenclature of streets, but it is so radical as to be unpopular. Practically there is no distinction between streets and avenues. Both run north and south, east and west, and diagonal.

Tailor Shops.—There are 1,527 tailoring establishments in Chicago.

Taxable Valuation of State Property.—The assessed valuation of property subject to taxation in the State of Illinois is $727,532,495.

Tea-Tasting.—A professional tea-taster of the city, it is said, receives in fees something like $25,000 per annum.

Telegraph Service.—The Western Union Telegraph (main) office is located on the southwest corner of Washington and La Salle sts. There are branch offices in nearly all the leading hotels and in drug stores, etc., throughout the city. The Postal Telegraph (main) office is located at 12 Pacific ave. Branch offices of this company are likewise located at convenient points, throughout the city. The main office of the American District

Telegraph are located at 501 Pullman building; it has numerous branches. The B. & O. Telegraph office is at 70 Board of Trade; Chicago & Milwaukee Telegraph Co., 7 Exchange Place; General Fire Alarm Telegraph Co., 118 La Salle st. Gold and Stock Telegraph Company, 239 La Salle st. Messengers may be called by any public telephone, or by signal boxes, found in all public places.

Telephones.—Telephones may be found in the various branch offices of the Chicago Telephone Company, in nearly all drug stores and in all hotels and public places. The charge for messages is usually ten cents. The Central Telephone office is located in the Telephone building, Washington and Franklin sts, near mouth of tunnel. There are, besides the Chicago Telephone Company, the following: American Cushman Telephone Co., 242 S. Water st.; Central Union Telephone Co., Pullman building; Gray National Telephone Co., 189 La Salle st.; Northwestern Overland Telephone and Telegraph Co., 243 Adams st.; Police Telephone and Signal Co., 118 La Salle st.; Ravenswood Telephone Exchange, 410 Opera House building.

Theatre Trains.—Theatre trains for the accommodation of suburban residents leave the city nightly, except Sundays, as follows: Chicago, Burlington & Quincy, 11:30; Lake Shore & Michigan Southern, 11:30; Chicago, Milwaukee & St. Paul, Evanston Division, 11:25; Chicago & North-Western, Milwaukee Division, 11:00 and 11.30; Chicago & North-Western, Galena Division, 11:00 and 11:30; Chicago & North-Western, Wisconsin Division, 11:30; Chicago, Rock Island & Pacific, 11:30; Chicago & Alton, 11:20; Chicago & Eastern Illinois, 11:15; Santa Fe, 11:30; Pittsburg, Fort Wayne & Chicago, 11:30; Wisconsin Central, 11:25; Illinois Central, 11:00, 11:30, 12:00.

Thomas Orchestra.—The Theodore Thomas Orchestra, Theodore Thomas, director, has been engaged for the Auditorium for three years, beginning with the fall of 1891. Fifty gentlemen of Chicago subscribed $1,000 each as a subsidy. Among the subscribers were Henry Field (deceased), Marshall Field, C. L. Cummings, Franklin Mac Veagh, Potter Palmer and the Auditorium Company. The Thomas Orchestra is the finest in existence. Two symphony concerts and a public rehearsal will be given weekly during next winter at the Auditorium, and probably nightly concerts through the summers of 1892–1893.

Wabash Avenue.—In the early days of Chicago, Wabash ave. was the finest residence street in the city. From Randolph st. south to Adams, there were to be found many of the choicest residences of Chicagoans. What is now called River st. was then looked upon as a continuation of Wabash ave. There was no bridge across the river at Rush st. until the early '60's. But there was a ferry that connected the North and South Sides. This ferry was the old style flatboat, operated by a ferryman, a hook and a rope stretched across the river. The city pretended to have an official ferryman at that point, but most of the time he was elsewhere. When he was away from his post the people would ferry themselves across. A frightful accident happened to this ferry when it was loaded with laboring men one evening. From some cause the boat upset and all on board were drowned. The accident seemed to awaken the authorities to the fact that it would be the wiser course to build a bridge and the structure was accordingly built without delay. Up to the great fire of 1871, Wabash ave. continued to be a residence street, but upon the rebuilding of the city business blocks were erected from the river to Van Buren st., and the fire of July, 1874, having swept away a large number of

residences farther north, on both sides of the avenue, they were never rebuilt. Wabash ave. is now undergoing, north of Twelfth st., a perfect metamorphosis. It is destined to become one of the great business arteries of the city.

Wells Street.—The northern extension of Fifth ave. is called Wells st. Formerly the entire street was known by that name Old Wells st. was probably the wickedest thoroughfare Chicago has ever known. It was lined with bagnios, concert saloons and "fences" for thieves, and it had such a terrible name that when the property owners began to improve it they had it changed to Fifth ave. It is now a commercial street. Many of the newspaper offices are located on Fifth ave., between Madison and Randolph.

Woman's Canning and Preserving Company.—This corporation was recently formed with a $1,000,000 capitalization, for the purpose of canning and preserving all kinds of food, both cooked and uncooked, by new processess discovered by Miss Jones. The purpose is to develop a great industry for women in which they shall be fairly remunerated for their labor. No manufacturing rights will be sold, but all the factories will be under direction of the central organization, with headquarters in Chicago. Officers: President, Mrs. Byford Leonard; vice-presidents, Miss Amanda T. Jones and Miss Mary Allen West; secretary, Mrs. Frances A. Conant; treasurer, Mrs. Sanford Lewis.

Yerkes' Fountain, The.—Among the great attractions for the visitor is the magnificent electric fountain at Lincoln Park, which was presented to the people of Chicago by Mr. C. T. Yerkes, president of the North and West Side street railway companies. This fountain cost in the neighborhood of $50,000, and is the finest of its kind in existence. It is in operation about two hours every pleasant evening during the summer months, and presents an enchanting spectacle to the hundreds of thousands of people who flock to see it. It is as if the colors of a hundred rainbows were concentrated here into one beautiful fountain of prismatic light. Its ever-changing glories compel the coldest of observers to give expression to wonder, amazement and delight. Take N. Clark st. cable line about 7 P. M., during the summer evenings, for main entrance to Lincoln Park and North Clark st., and walk directly east toward the Lake shore.

NEWSPAPERS.

There are published in Chicago 24 dailies, 260 weeklies, 36 semi-monthlies, 5 bi-monthlies, and 14 quarterlies, making a total of 531 daily and periodical newspapers. The fact was disclosed in the last report of the postmaster general that the quantity of newspapers mailed by the publishers at the Chicago postoffice equaled the amount mailed at Boston Cincinnati, New Orleans, Buffalo and Baltimore combined, or at St. Louis, Cincinnati, San Francisco, New Orleans and Baltimore combined, and also at Philadelphia, New Orleans, Baltimore and Cincinnati combined, or in the entire thirteen Southern States, with St. Louis combined, amounting to 20,000,000 pounds of serial matter. The newspapers of Chicago have contributed wonderfully to the growth, to the prosperity and to the fame of the city. To her great dailies is Chicago particularly indebted for the intelligent and wide-spread publicity they have given her at home and abroad. The following are the leading publications:

Abendpost.—Location of publication office, 187 Washington street; The Abendpost Company, proprietors. The *Abendpost* is a German daily, published at one cent per copy. Its first number appeared on September 2, 1889. Thepublishers were Fritz Glogauer and William Kaufmann, the former being editor and manager, the latter residing in Cleveland, O. From its original modest office, at 92 Fifth avenue, the paper had to be removed only five months later to more spacious quarters, at 187 Washington street. When the *Abendpost* was seven months old the circulation had grown so large that it became necessary to order two Goss printing presses, with a combined capacity of 48,000 four or six-page papers per hour. On December 29, 1890, the *Abendpost* was transferred to The Abendpost Co., with a capital stock of $100,000. Fritz Glogauer was elected president and treasurer; Julius Goldzier, secretary. The *Abendpost* is entirely independent in politics and appeals to no class or faction. It was successful from the start, and had reached a bona fide circulation of 30,850 on January 1, 1891. More than nine-tenths of the subscribers, at the time stated, resided in the city of Chicago. The *Abendpost* opens its books to all advertisers who wish to ascertain its circulation. It ascribes the greater part of its financial success to this method of business.

Arbeiter Zeitung.—Location of publication office, 274 W. Twelfth street. A German daily of socialistic proclivities. August Spies, hanged for complicity in the Haymarket bomb-throwing, was editor of this newspaper at the time of his arrest. A. R. Parsons, also executed, was one of its contributors. It was then the open organ of the anarchistic movement. Since the execution it has fallen into comparative obscurity, although it still has a large circulation among the discontents. It is issued by the Socialistic Publishing Society.

Daily News.—Location of publication office, 123 Fifth ave. Founded December 26, 1875. An independent newspaper, having three distinct editions daily—the *Morning News*, the *Noon News* and the *Evening News*. The Chicago Daily News Company, proprietors, Victor F. Lawson, editor and publisher. Circulation, daily, 220,000 copies. The founders of the *Chicago Daily News* were Melville E. Stone, Percy R. Meggy and William E. Dougherty. Mr. Dougherty's connection with the enterprise was very brief. Mr. Meggy retired within a year after the founding of the paper. Mr. Lawson became practically the sole proprietor of the *Daily News* upon the retirement of Mr. Meggy, Mr. Stone becoming its editor. The latter, however, after a time became a part owner. His connection with the paper was severed in 1888. Mr. Lawson from the first year of the existence of the *Daily News* had been its publisher; in other words, its financial and business manager, and the almost phenomenal growth of the newspaper as a property, is largely due to the intelligent direction he has given its business affairs. The *Daily News* at first occupied simply a corner of the present counting room for its business office, and a small room in the top of the building for the accommodation of its editorial and composition departments. Originally it had a double cylinder Hoe press, with a capacity of 3,000 per hour. This gave place early in the history of the paper to a four cylinder Hoe, of a capacity (afterward doubled by stereotyping) of about 6,000 per hour. In size it was a four-page paper of about nine by twelve inches to the page, and made up after the style of the New York newspaper of the same name. It was issued at noon, 3 P. M. and 5 P. M., daily, and contained merely the gist of the news—local, domestic and foreign—

without any pretention to amplification. Its editorial was paragraphic, and aimed to compress ideas and opinions into the smallest possible space, in conformity with the general design of the news department, which was to present facts stripped of all surplus verbiage. The price of the paper was one cent, as it is now, and as pennies were not in general circulation the *Daily News* was confronted with the double task of introducing and popularizing the smallest unit of American coin. Mr. Stone was an editor of remarkable ability and energy, and every line in the paper was made to sparkle under his direction, yet the enterprise failed to meet with popular support, and at least twice during the first eighteen months of its existence the *Daily News* was on the eve of being abandoned as a failure. In the summer of 1887 the great railroad riots occurred, and the *Daily News*, taking advantage of the opportunity, issued hourly editions, giving the very latest news, perhaps in a line, perhaps in a sentence, concerning the progress of the labor uprising in Chicago, and at other points of disturbance. This was while the paper was still using a four-cylinder press. The press hummed from early morning until late at night; utterly failing, however, to meet the demand. Over 90,000 copies of the *Daily News* were struck off in a single day during these troublous times, two-thirds of which were printed on one side only, it being impossible, in printer's parlance, to "turn the paper." After the riots the circulation fell to less than 20,000 copies daily, but a gain was made of about 10,000. The paper had become known to the people, and from that time on it has continued to prosper, making such remarkable progress in circulation and influence as to have attracted general attention throughout this country. In 1877 the *Daily News* absorbed the *Evening Post*, into which three years previously the *Evening Mail* had been merged, thus securing the Associated Press franchise. In 1881 the publication of the morning edition, styled "*The Morning News*" was begun, for which the Associated Press franchise was secured in 1882. Nothing can better serve to illustrate the marvelous growth of the *Daily News* than the statement of the increase in its circulation from year to year. In 1877 its daily average was 22,037; in 1878, 38,314; in 1879, 45,194; in 1880, 54,801; in 1881, 75,820; in 1882, 88,723; in 1883, 99,726; in 1884, 125,178; in 1885, 131,992; in 1886, 152,851; in 1887, 165,376; in 1888, 192,577; in 1889, 222,745; in 1890, 213,871. At this writing the circulation averages about 220,000 a day, and is, with a single exception, the largest daily circulation in America. The *Daily News* employed about a dozen persons in all capacities in 1877. To-day there are 316 people regularly and exclusively at work in making it, while by its sale thousands of men, women and children are wholly, or partly, supported. The *Daily News* has now an equipment of four Hoe quadruple inserting presses, equivalent to sixteen of the ordinary single machines, and having a capacity of 160,000 eight-page papers per hour. Admission to the press room is sometimes granted visitors on application at the counting room.

Dagbladet.—A daily, published at 369 Milwaukee avenue.

Evening Journal —Location of publication office, 161 Dearborn st. The Chicago Evening Journal Company, publishers. W. K. Sullivan, editor; John R. Wilson, publisher. The oldest newspaper in Chicago. The *American* was the first daily newspaper published in Chicago, or in the State of Illinois. It was started by William Stewart, April 9, 1839, and the late Judge Buckner S. Morris became its proprietor in 1841. It was discontinued for want of support October 17, 1842. On the last day of that month, W. W.

Brackett, who had been connected with the *American*, started the *Express* as its successor. In 1844, at the opening of the presidential campaign of that year, the political friends of Henry Clay formed a joint stock company, bought out the *Express* and started the *Journal* as a whig campaign paper, the first number being issued April 22d. The stockholders appointed an editorial committee, consisting of J. Lisle Smith, Wm. H. Brown, George W. Meeker, J. Y. Scammon and Grant Goodrich, to conduct the paper, assisted by Richard L. Wilson and J. W. Norris as office editors and business managers. At the close of the campaign, which ended in the defeat of Mr. Clay by James K. Polk, the newspaper office and the paper passed into the hands of Richard L. Wilson, who established it on a permanent basis as an organ of the whig party. Mr. Wilson continued to edit it until he was appointed postmaster by President Zachary Taylor, in 1849; and when, with other "Seward whig" office holders, he was removed by Millard Fillmore, a few months subsequently, he resumed the editorship, associating with him his brother Charles L.—the publishing firm being Richard L. and Charles L. Wilson. At the demise of the whig party, the *Journal* became a republican paper, and has continued such until the present time. Richard died in December, 1856. At that time Andrew Shuman was associate editor; George P. Upton, city and commercial reporter, and Benjamin F. Taylor, literary editor.

Charles L. Wilson became the sole proprietor of the *Journal* on the death of his brother. In 1861, when Abraham Lincoln became president, and William H. Seward Secretary of State, he was tendered and accepted the appointment of secretary of the American Legation at London. He left the *Journal* office in charge of John L. Wilson, an elder brother, as publisher, and of Andrew Shuman, as editor. During the years of the War of the Rebellion, the *Journal* prospered famously, and when, in 1864, Charles L. Wilson resigned his official position abroad and returned to resume charge of his newspaper establishment, he found it a very valuable property. His brother, John L., retained his business connection with the office, and Mr. Shuman continued as managing editor. In 1869 John L. retired, and Col. Henry W. Farrar, his son-in-law, who was also Charles L.'s brother-in-law, became business manager. The great conflagration of 1871 consumed the *Journal* office and all its books and materials. But it did not omit a single day's issue. Before the flames which devoured the better part of the city were fairly extinguished the energetic proprietor of the paper, seconded by a force of editorial and reportorial assistants, who were as prompt and public-spirited as their employer was resolute, hired the material and presses of a job office on the west side of the river, and issued an *Evening Journal* at the usual hour of publication, and it was issued regularly thereafter. In April, 1872, the *Journal* office was removed into a fine new five-story brick building, with a stone front, at 159 and 161 Dearborn street, where it continues to be published to this day.

In 1875 Charles L. Wilson's health began to fail, and in March, 1878, he died at San Antonio, Texas, whither, accompanied by his wife and infant daughter, he had gone to spend the winter. Before his death he had perfected a plan for the re-organization of the *Evening Journal* as a joint stock company, of which he was president, and Henry W. Farrar secretary and business manager. After his death Mrs. Wilson and her daughter, being his sole heirs, became owners of nearly all the stock of the *Journal* company. Andrew Shuman was elected president of the company and remained in editorial control of the paper and Henry W. Farrar (Mrs. Wilson's brother) con-

tinued as secretary, treasurer and business manager. On the first of March, 1880, the company leased the newspaper establishment to Andrew Shuman and John R. Wilson, a nephew of the late proprietor. This partnership was continued until January 1, 1883, at which time John R. Wilson obtained control of a majority of the stock, the officers then being Andrew Shuman, president; W. K. Sullivan, secretary, and John R. Wilson, treasurer. On Gov. Shuman's death in May, 1890, W. K. Sullivan was elected president and John R. Wilson secretary and treasurer.

This is a brief history of the oldest daily newspaper published in Chicago. Its pages are a reflex of the eventful years of its publication. Its columns are chronicles of Chicago's progress from a small frontier village to a great and progressive city. Fortunately nearly all the bound volumes of the old *American*, *Express* and *Journal* were saved from the fire of 1871, and some of the most interesting and valuable historical data and relics of the city are contained within their covers. Among those now more or less famous, locally or generally, who have at one time or another been connected with the *Journal* as writers, are Benjamin F. Taylor, the poet and lecturer; George P. Upton, now of the *Tribune's* corps of writers; J. C. K. Forest, subsequently of "Long John" Wentworth's *Democrat*, but now of the *News*; Andre Matteson, now of the *Times*; Horace White, subsequently editor of the *Tribune*; Henry M. Smith, subsequently city editor of the *Tribune*; J. H. McVicker, of McVicker's Theatre; Prof. Nathan Shepard, a popular lecturer; Paul Selby, editor of the *Illinois State Journal*, at Springfield, Ill.; Prof. J. W. Larrimore, late principal of the Cook County Normal School, and now assistant principal of one of our city public schools; Dr. Frank W. Reilly; W. K. Suillvan, late president of the Chicago Board of Education, and now city editor of the *Journal;* Chas. H. Wignall, deceased; John C. Miller, F. F. Browne, and many others.

Freie Presse.—Location of publication office, 90 and 94 Fifth ave. Richard Michaelis, editor. The *Freie Presse* was established in 1871 by Richard Michaelis, its present editor, and has grown until it now has five daily editions, with a large aggregate circulation. In politics it is republican, and has been so since its existence, and is the only republican German daily newspaper in Chicago. Its columns teem with the latest and best local and telegraphic news from all parts of the world, and one of the features especially interesting to the Germans is the large amount of choice and select items of news from all parts of Germany. By virtue of its large circulation, it has become a valuable advertising medium. In addition to its five daily editions, it also publishes a newsy and interesting weekly edition, and also a Sunday edition, under the name of *Daheim*, an excellent German Sunday newspaper. It is equipped with a large staff of competent editors and reporters.

Globe.—Location of publication office, 118 Fifth ave. The Chicago Globe Company, proprietors. The *Globe* was founded in 1887 by Austin L. Pattison, formerly business manager of the Chicago *Times*, as a democratic newspaper, and continued under his management until 1890, when it came into the possession of the present proprietors. James C. Strain, publisher; Harry Wilkinson, editor. It is a pronounced democratic newspaper in tone, is edited with ability, and during recent months has grown steadily in circulation and prominence.

Goodall's Daily Sun.—A daily newspaper published at the Union Stock Yards, and devoted to news of special interest to dealers in live stock. Harvey L. Goodall, publisher and proprietor.

Herald.—Location of publication office temporarily at 120 Fifth ave Permanent location, the Herald building, 154, 156, and 158 Washington st., near La Salle st. James W. Scott, publisher. A morning independent, democratic newspaper, published every day in the week. Founded in the spring of 1881, by a stock company, of which James W. Scott was the head. In its earlier years it was an exponent of the idea that a small newspaper containing all of the news in condensed form was best adapted to public convenience and taste, but its greatest success has been achieved since it entered the field occupied by the older journals and vied with them in the magnitude of its daily editions and in the elaborate presentation of news of every description. In 1883, John R. Walsh purchased and still retains a controlling interest in the *Herald*, which is now the most extensively circulated morning paper in the West, with an advertising patronage that is second to none. The *Herald* has erected a magnificent building for its exclusive use and has supplied it with everything in the way of machinery and other appliances that go to make a first-class newspaper plant. It is printed on ten perfecting presses of the best pattern, having a capacity of more than 100,000 copies an hour. Its news service is remarkably comprehensive and complete. In addition to a large local staff, it has correspondents in every county seat throughout the Northwest, and in every city of importance in the entire country. It also maintains branch offices in New York, Washington Milwaukee and Springfield. The *Herald* was the first Chicago newspaper to use illustrations extensively. It now employs several artists and maintains its own engraving plant, where all of its cuts are manufactured by the zinc-etching process. In politics, while the *Herald* has not been bound to party, it has been a consistent supporter of the National Democratic organization, in its demand for the reformation and reduction of the protective tariff. The executive staff of the *Herald* is as follows: Publisher, James W. Scott; managing editor, H. W. Seymour; news editor, William A. Taylor; night editor, F. G. Rae; city editor, Charles E. Chapin; business manager, A. F. Portman.

Illinois Staats Zeitung.—Location of publication office, northeast corner of Washington st. and Fifth ave. Founded in the spring of 1848. A daily morning newspaper, printed in the German language. The Staats Zeitung Company, proprietors. Hermann Raster, editor; Washington Hesing, managing editor The founder of the *Illinois Staats Zeitung* was Robert Hoeffgen, who invested in the enterprise $200. Mr. Hoeffgen was assisted by an apprentice who received seventy-five cents per week. In those days it was incumbent upon the proprietor of a newspaper, not only to direct the general management, but to do nearly, if not all, the work. At first the newspaper appeared as a weekly. The editor and proprietor collected advertisements and solicited subscriptions, set his own type, ran his own presses, and, having completed his paper indoors, started out on the street with his entire edition under his arm and distributed the same to his subscribers. In the fall of 1848, Dr. Hellmuth then being the editor, the *Illinois Staats Zeitung* was the only German newspaper in the United States to discover in the Buffalo platform the principles upon which afterward was founded the Republican party. The County of Cook gave Van Buren a majority of 1,200, no little credit of which was due to the *Illinois Staats Zeitung* for its stanch and unswerving advocacy of the principles laid down in that campaign. After the presidential election Arnold Voss was the editor. He was succeeded in 1849 by Herman Kriege, and in 1850 Dr. Hellmuth again assumed the editorial management. Under his charge the paper appeared twice a week

NORTH-WESTERN PASSENGER STATION.

until 1851, when George Schneider became connected with the paper, and changed it into a daily, with 70 subscribers, its weekly list being only a little over 200. In 1853 the circulation of the *Illinois Staats Zeitung* increased to over 500, which necessitated the employment of three carriers. In 1854 the number of subscribers had increased to 800. George Hill Gaertner was at this time associated with George Schneider. As the *Illinois Staats Zeitung* was the first German newspaper to discover the cardinal principles of the Republican party in the Buffalo platform, so it was the first to oppose the Nebraska bill and to begin the determined opposition to Douglas. It was mainly instrumental in leading the Germans into the Republican party, and in 1856 was using its utmost endeavors in behalf of Fremont. In that ever memorable campaign between Lincoln and Douglas in 1858, no paper did more for the success of Mr. Lincoln than did the *Illinois Staats Zeitung* From this time on began to develop the influence of the *Illinois Staats Zeitung*, which has been ever felt in the Common Council, the Legislature, but especially in political campaigns in Cook County, for more than once has it been opposed by the entire Anglo-American press, but yet has carried the day. In 1861 William Rapp became the editor of the *Illinois Staats Zeitung*. In the same year Mr. Lorenz Brentano bought out Mr. Hoeffgen's interest and assumed the editorial management. In the fall of that year Mr. George Schneider sold his interest to Mr. A. C. Hesing. Messrs. Brentano and Hesing were associated together until 1867, when Mr. A. C. Hesing purchased Mr. Brentano's interest. In this year Mr. Herman Raster assumed the editorial management, which position he fills to-day. The great fire of 1871 claimed the *Illinois Staats Zeitung* as one of its victims. Its loss was total, yet it was among the first of the Chicago dailies to appear, and that too within forty-eight hours after the fire had ceased. Preparations were soon made for permanent quarters. On the 10th of March, 1873, its present magnificent structure was completed and occupied. The cost of the same, with machinery, presses, etc., amounted to nearly $300,000. The *Illinois Staats Zeitung* of to-day is among the German newspapers, second only to the *New York Staats Zeitung* in wealth and circulation, while in ability, in power and in influence it is not equaled, much less surpassed, by any German newspaper of the United States. The combined circulation of the editions of the *Illinois Staats Zeitung* amount to over 97,000, being larger than that of any German newspaper published west of the Alleghany mountains.

Inter Ocean, The.—Location of publication office, northwest corner of Madison and Dearborn streets. The Inter Ocean Company, proprietors. William Penn Nixon, editor. In 1861 the late James W. Shehan founded the *Morning Post*. In 1865 the *Post* franchise was purchased by the Republican Company, at the head of which was Charles A. Dana, at present editor of the *New York Sun*. Previous to the great fire of 1871 the *Republican* was conducted by Joseph B. McCullagh, at present editor of the *St. Louis Globe-Democrat*. After the great fire of 1871 there was little left of the *Republican* except its franchise, which was purchased by the late J. Young Scammon, then a banker, and one of the leading citizens of Chicago; who, on March 25, 1872, founded the *Inter Ocean*. The republicanism of the initial number of the *Inter Ocean* was of the most stalwart order, the proprietor indicating the spirit of the paper in the crisp declaration, "Independent in nothing; republican in everything." Mr. Scammon went into the enterprise with characteristic zeal and energy, and calling to his assistance a number of practical and experienced men, soon made the *Inter Ocean* a political power, not only in the city and

State, but throughout the Northwest. Its radical republicanism and devotion to the party it professed to represent were made so manifest during the presidential campaign of 1872, that it at once secured an influence in the party not equaled by many journals of long standing. The erratic course of other journals claiming to be republican also contributed much to the success of the new venture, and the circulation of the paper increased rapidly Mr. Scammon continued to be the sole proprietor of the *Inter Ocean* until the spring of 1873, when Frank W. Palmer, of Des Moines, Iowa, bought a large interest and became editor-in-chief. Under his management the paper prospered until the panic of 1873 prostrated the affairs of the country and caused the financial embarrassment of Mr. Scammon, the principal proprietor. In the fall of 1875 the corporation, under pressure of a large indebtedness, was compelled to sell the paper to a new organization. The transfer brought the *Inter Ocean* under the control of William Penn Nixon, who had been for some years the business manager. Notwithstanding the great depression of the times, the paper was put on a firm footing by the infusion of new capital, the introduction of new machinery, and entered upon a new era of prosperity. Through all its vicissitudes the *Inter Ocean* maintained its political integrity. The weekly *Inter Ocean* has a circulation varying from 90,000 to 140,000 copies. Postage on the *Inter Ocean* for the year 1890 was $13,379.77. The *Inter Ocean* is printed on perfecting presses of the Scott & Bullock patterns and was the first paper in the country to perfect and use a folder, machinery for cutting and folding and pasting. Until May 1, 1880, the *Inter Ocean* was published at 119 Lake street. The establishment was then moved to more commodious and convenient quarters at 85 Madison street. In 1890 the *Inter Ocean* moved into its present handsome structure. The new building is arranged to meet the requirements of every department of a great metropolitan paper.

Listy.—A Bohemian daily newspaper, founded in 1883, and published at 362 W. Eighteenth st.

Mail.—Location of publication office, nw. cor. Washington st. and Fifth ave. Chicago Mail Company, proprietors. An evening newspaper. The *Mail* had its origin in the *Chicago Press*, founded in 1882, by F. O. Bennett; Mr. John J. Curran being associated in its management. The *Press* passed into the hands of Messrs. Stevens & Dillingham, who changed its name to the *Evening Mail.* In 1885 the *Evening Mail* was purchased by the Hatton-Snowden Company, who again changed its title to the *Chicago Mail.* In 1887 it was purchased by the Chicago Mail Company, James J. West being the principal stockholder, and upon the purchase by the latter of the *Chicago Times* its publication office was removed to the Times building, from which it has been issued ever since. Originally it was a democratic paper; under the management of the Hatton-Snowden Company, and James J. West, it was republican. It is at present a democratic publication.

National Hotel Reporter.—Location of publication office, 61 La Salle st. F. W. Rice, editor and proprietor. Founded in 1871. It is a prosperous newspaper and one of the best of its class in the United States.

Post.—Publication office, 164 and 166 Washington st. The Chicago Evening Post Publishing Company, proprietors. James W. Scott, president; Cornelius McAuliff, editor; Clinton Collier, business manager. The *Evening Post* issued its first number on Tuesday, April 29, 1890, from temporary quarters at 128 and 130 Fifth ave. It came into the world a complete news-

paper of eight pages and at once assumed a place and clientage of its own. On Saturday, January 24, 1891, the journal moved into its entirely new and commodious quarters, the Evening Post building, 164 and 166 Washington st., a handsome, modern structure, specially constructed by and for the *Evening Post*. This, within nine months of its foundation, was not the least of the achievements of the new paper. The building has a frontage of 40 feet on Washington st. and extends 175 feet back to Calhoun pl., having light on three sides and from a roomy court. The counting room and publication offices occupy the ground floor and the editorial rooms the upper floors. In the basement are six Scott presses with a capacity of 15,000 an hour. Each department is equipped with the most modern devices for speed, accuracy and convenience. The *Evening Post* is independent in politics as in all other things. It is pre-eminently a newspaper. Direct wires connect its office with bureaus in Washington, New York and Springfield, and carry day by day a larger telegraph service than was ever attempted by an afternoon paper before.

It is especially, aside from its news features, noted for the fullness and accuracy of its commercial and financial reports, its intelligence of society and women; its art, musical and theatrical features, its sporting intelligence, and for its wealth of literary and miscellaneous matter. Its numerous illustrations are easily among the first daily papers of the world. They find a handsome setting in the typographical beauties of the paper's well printed pages. In spite of a continually increasing pressure upon its columns by advertisers, the *Evening Post* has refused to exceed its limit of eight pages. In that space it finds room to give a daily summary of the affairs of the world, in form at once complete and readable. The appreciation of Chicago people for such service is attested by the growing circulation of the *Evening Post*, which already within a year of its birth exceeds that of any other paper in Chicago, with the possible exception of two.

Scandinaven.—A daily paper, printed in the Scandinavian language, at 183-187 N. Peoria st.

Times.—Location of publication office, northwest corner of Washington st. and Fifth ave. The Chicago Times Company, proprietors. Founded in 1854 as a democratic party paper—more especially as a personal and political organ of Senator Douglas. It was continued with varied fortunes and by different owners as a democratic paper, representing the different factions of the party, until 1861, when it was purchased by Wilbur F. Storey. During the whole period of its existence, until this purchase, it probably had never been legitimately sustained for a single week, having relied upon party contributions for sustenance. Not having been in any true sense a newspaper, it had not acquired more than a meager circulation, and its advertising patronage was of small account. When purchased by Mr. Storey it had been for some time conducted at a loss of hundreds of dollars per week, its last owner having been Mr. Cyrus H. McCormick, and it was not until the lapse of some months that Mr. Storey was enabled to bring it up to the condition of a remunerative newspaper. During Mr. Storey's management it became one of the leading independent democratic newspapers of the country. It bolted the democratic party in the famous Greeley campaign, and though leaning strongly to that party always, during Mr. Storey's lifetime, it occupied a position of independence which frequently embarrassed the democratic managers, National, State and local. In 1879 Wilbur F. Storey's health began to give away, and from that time until his death, in

1884, the newspaper which he had so ably managed sank gradually into a condition of mediocrity. Upon his death the property was placed in the hands of a receiver, and for over three years, or until the winter of 1887, it lost heavily in circulation and business, the ownership of the property being involved in law-suits between the widow and heirs at law of Mr. Storey. On the 24th of December, 1887, the *Chicago Times* newspaper, appurtenances and building passed into the control of James J. West, who organized the Chicago Times Company, which ultimately became the proprietor and publisher of the paper. From that time on new life was infused into the *Times* newspaper, and it began to assume something of its old-time vigor. The price being reduced at first from five to three cents, and afterward to two cents, its circulation grew rapidly, and its advertising patronage increased. It had fallen so low, however, before the new management secured control of it, that its losses continued to be very heavy, and the Times Company found it difficult to place it upon a paying basis. In the summer of 1889 a dispute arose among the stockholders which has resulted in protracted litigation. The ownership of the *Times* property at this writing is still involved in litigation.

Tribune.—Location of publication office, southeast corner of Madison and Dearborn sts. The Chicago Tribune Company, proprietors. Joseph Medill, editor-in-chief. The *Chicago Tribune* is a daily newspaper, with every equipment necessary to the successful conduct of a great journal. It has the advantages of age and experience, and the means to present to the public the fullest and most reliable information of events transpiring in the world. Its building, erected after the great fire of 1871, on the site of the former structure, was planned and completed for the home of a great newspaper. There is no facility lacking. Its presses, manufactured to order, combine the very latest improvements, and have the speed necessary to supply any demand that may arise. In every department where mechanics are important, the *Tribune* is unsurpassed. In its arrangements for the collection of news the *Chicago Tribune* acknowledges no superior in its profession. Its correspondents, many of whom have a national reputation for their intimate knowledge of, and prominence in, political and social affairs, are under instruction to deliver to the *Tribune*, up to the earliest hour in every morning of the year, impartial and full reports of every event, regardless of expense. Its financial reports are relied upon by bankers, capitalists and operators; its record of occurrences at home makes it a family daily; its political and literary features are among the ablest and most discriminating in the country. The history of a great newspaper, like the *Chicago Tribune*, is of interest, not only in its own country, but to the people of the world who will be in Chicago during the next few months, and to whom the *Tribune*, through the editor of this work, extends a welcome invitation to make an inspection of its building and the operations necessary to the making up a complete record of the daily "map of life." The first number of the *Chicago Tribune* was issued on the tenth day of June, 1847, in the third story of a building on the corner of Lake and La Salle sts. One room was sufficient for its humble beginnings. Its founders were James Kelly, John E. Wheeler, Joseph K. C. Forrest and Thomas A. Stewart. The history of the paper from that time until 1854 is one of trials. The town of Chicago was in its swaddling clothes; people were poor; facilities for gathering news were few and oftentimes there were none at all. In 1854, two important events in the history of the *Tribune* had occurred. One was the issuing of a tri-weekly, the other the publication of

Associated Press dispatches, which association the *Tribune* assisted in organizing, and of which it remains a member.

Up to this time, several changes had taken place in the proprietary interests and management of the *Tribune*. It was about this time that Mr. Joseph Medill, now editor-in-chief and principal owner, came to Chicago from Cleveland, O., and purchased an interest in the *Tribune*. In 1855 he became managing editor and business manager and organized a staff. It was at this time that the *Chicago Tribune* commenced to assume the features of a metropolitan daily newspaper. The old press, previously operated by hand, was removed to make room for a steam-power press. From that day until the present, the standing question in the *Tribune* office has been, "How can we get more presses and faster to reach the daily increasing circulation?" In 1858 the *Tribune* absorbed the *Democratic Press* of this city and for a while the paper was issued as the *Press and Tribune*.

In 1860 the name of the paper was restored, and in 1861, under an act of the legislature, the *Tribune* Company was incorporated with a capital of $200,000, the principal stockholders being J. L. Scripps, William Bross, Charles H. Ray, Joseph Medill and Alfred Cowles.

Mr. Medill became editor-in-chief in 1873, and has had the controlling interest since. It is under his administration that the paper has reached its present extraordinary success. In 1871 occurred the fire which forms one of the pages of the world's history. On the night of the 8th of October in that year, one-half of the *Tribune* had been printed. [This was before the present system of printing an entire paper at once was known.] The facts, incidents and other data of the fire had been written and sent to the composing room. But before the hour of going to press the flames had reached the *Tribune* buildings and driven out every occupant. It was soon in ruins, but two days later the *Tribune* reappeared.

The greatness of the *Tribune* was thus shown in its resources. Its home was in ashes Monday night. On the following Wednesday it had reappeared. Mr. Medill procured a temporary building on Canal st., near Randolph, and the paper was issued from there Wednesday morning, with a very full account of the greatest fire in the history of conflagrations.

In exactly one year from that date the *Tribune* had completed its present building and moved into it. It required something more than money to accomplish these wonders. This something the *Tribune* still retains and it is that which has caused the daily circulation to travel upward from 2,240 in 1855, to more than 90,000 in 1891, and which has made it one of the greatest advertising mediums in the whole country.

It is not necessary to enlarge upon the history of the *Tribune*. The project of the World's Columbian Exposition was in part one of the suggestions of its editor and to its completeness he has contributed most valuable service and counsel.

Weekly Publications.—Among the weekly publications in Chicago there are some which will rank with the best in the country. Among them are the following:

AMERICA.—Location of publication office, 180-182 Monroe street. Slason Thompson & Co., proprietors. A high-class weekly news and literary publication, illustrated by Thomas Nast, and other well known artists. The literary tone of the paper is excellent, its contributors being among the foremost of Western writers. Its editorials are vigorous, and the opinions expressed are scented with a strong flavor of originality. *America* takes

strong grounds in opposition to foreignism in our political parties; to papal interference with our public school system, and to the tendency of the times in the direction of native indifference to the management and control of American institutions. While decidedly radical in its views respecting the foreign element, it attacks "isms" rather than individuals, and is edited with a careful and commendable regard for personal feeling. Aside from its well known and often peculiar attitude with reference to foreignism, and especially foreign catholicism, it is a literary journal of extraordinary merit, and has been supported since its foundation by a large, a growing and an intelligent clientage.

CITIZEN.—Location of publication office, 29 to 31, 79 Dearborn street. John F. Finerty, editor. The leading Irish nationalist publication of Chicago, and a weekly literary journal of merit, influence and wide circulation.

ECONOMIST.—Location of publication office, 59 Dearborn street. Clinton B. Evans, editor. A financial and real estate journal of great prominence and influence. Under the editorial direction of Mr. Evans it has become one of the foremost newspapers of its kind in the world. Its circulation is very large among bankers, real estate dealers and in commercial circles generally, where the greatest reliance is placed upon its reports and upon the soundness of its opinions.

FIGARO.—Location of publication office, 170 Madison street. A popular society journal of the higher class. It is ably edited and has firmly established itself as the organ of society people on all sides of the city.

GRAPHIC.—Location of publication office, southeast corner of Dearborn and Monroe streets. An illustrated weekly. George P. Englehard, editor. The *Graphic* was the first illustrated weekly newspaper of a general and literary character to secure a foothold in Chicago, although many such enterprises have been started here. It is skillfully managed, well edited, and its illustrations are not only very creditable but are frequently superior to any which appear in the illustrated papers of the East.

INLAND ARCHITECT.—Location of publication office, 19 Tribune Bldg. Artistically one of the handsomest newspapers printed in the United States. Although a trade paper, so called, it is one that would be an ornament to any library table. It is edited with ability, and every issue is remarkable for some feature of more than ordinary merit.

LIGHT.—A bright weekly newspaper of the humorous order which has won its way into popular favor in this city and elsewhere. Its illustrations and cartoons are catchy, and its editorials are of that snappy character which meet with popular approval in this country.

PRESTO, THE—A weekly journal devoted to the interests of music in general, is published at its business office and composing rooms, in the Como Block, 323-325 Dearborn street. The chief editor and manager is Mr. Frank Abbott, who is eminently fitted to successfully manage such a journal, having had an extended experience as a musician, dealer and writer. The *Presto* was originally started in Des Moines, Iowa, in 1884, but removed to Chicago in June, 1888, when it was a monthly paper; shortly after, it became semi-monthly, and in the spring of '91, again changed to a weekly paper. Visitors are always cordially welcomed at its offices, and a perusal of its columns will show that it is a bright, newsy journal, keeping apace with the times.

SATURDAY EVENING HERALD.—*The Saturday Evening Herald*, the recognized organ of polite society, and authority upon all matters of a social

nature, was founded in 1875 by George M. McConnel, Lyman B. Glover and John M. Dandy. In 1880 Messrs. Glover and Dandy purchased the interest of Major McConnel, and the firm was known as Glover & Dandy until 1884, when a stock company was formed, Judge E. R. Paige becoming a stockholder. In 1886 John M. Dandy purchased the interest of Mr. Glover, assuming the editorial and business management of the paper. In the sixteen years of its existence the *Saturday Evening Herald* has gained a wide and influential circulation among the best families of this city and the towns tributary, and is to-day probably the most favorably known literary, dramatic, musical and society journal in the West. The publishers have aimed to provide for their constituency a clean, wholesome and readable paper, free from sensationalism and the offensive features peculiar to many so-called society journals, and the high esteem in which the *Saturday Evening Herald* is held to-day by the public and the press is the most conclusive evidence of its success in its chosen field. The offices of the *Herald* are located in the Grand Opera House, No. 89 Clark street.

OTHER WEEKLIES.—Other periodicals of prominence are THE ADVANCE, 155 LaSalle st.; AMERICAN COMMERCIAL TRAVELER, 69 Dearborn st.; AMERICAN CONTRACTOR, 110 Randolph st.; AMERICAN ENGINEER, 232 La Salle st.; AMERICAN FIELD, 243 State st.; AMERICAN ISRAELITE, 320 Dearborn st.; AMERICAN JEWELER, 351 Dearborn st.; CANADIAN AMERICAN, 328 Dearborn st.; CATHOLIC HOME, 415 Dearborn st.; CATHOLIC PILOT, 81 Randolph st.; CHICAGO DRY GOODS REPORTER, 167 Adams st.; CHICAGO EAGLE, 9 Times building; CHICAGO LEGAL NEWS, 87 Clark st.; CHICAGO SPORTING JOURNAL, 125 Clark st.; CHICAGO SPORTSMAN, 12 Sherman st.; DROVERS' JOURNAL, Union Stock Yards; ELECTRIC AGE, 35 Commercial Bank building; ELECTRICAL ENGINEER, 225 Dearborn st.; ELECTRICAL REVIEW, 163 Randolph st.; FARM, FIELD AND STOCKMAN, 12 Times building; FARM IMPLEMENT NEWS, 325 Dearborn st.; FARMER'S REVIEW, 215 Dearborn st.; GERMAN AMERICAN MILLER, 35 Clark st.; HORSEMAN, 323 Dearborn st.; ILLUSTRATED AMERICAN, 142 Dearborn st.; INDEPENDENT, 88 Fifth ave.; INDUSTRIAL AMERICAN, 110 Dearborn st.; INDUSTRIAL WORLD, 53 La Salle st.; INTERIOR, 69 Dearborn st.; IRON AGE; 59 Dearborn st.; LEGAL ADVISER, 76 Fifth ave.; LE COMBAT, 441 Centre ave.; L'ITALIA, 348 Clark st.; LIVING CHURCH, 162 Washington st.; LUMBER TRADE JOURNAL, 94 La Salle st.; MERCHANT TRAVELER, 225 Dearborn st.; MUSICAL WORLD, 145 Wabash ave.; NATIONAL BUILDER, 185 Dearborn st.; NATIONAL LIVE STOCK JOURNAL, 230 Rialto Building; NATIONAL WEEKLY, 359 Dearborn st.; DE NEDERLANDER, 545 Blue Island ave.; NORDEN, 369 Milwaukee ave.; NORTHWESTERN CHRISTIAN ADVOCATE, 57 Washington st.; NORTHWESTERN LUMBERMAN, 325 Dearborn st.; OCCIDENT, 154 Lake st.; OPEN COURT, 175 La Salle st.; ORANGE JUDD FARMER, 226 La Salle st.; PRAIRIE FARMER, 168 Adams st.; RAILWAY AGE, 205 La Salle st.; REAL ESTATE AND BUILDING JOURNAL, 163 Washington st.; SPORTING JOURNAL, 125 Clark st.; SVENSKA KURIREN, 26 N. Clark st.; THE UNIVERSALIST, 59 Dearborn st.; UNION SIGNAL, 161 La Salle st.; WESTERN JOURNALIST, 105 Fifth ave.

OUTLYING CHICAGO.

Both for the sake of convenience and in order to avoid confusion in their arrangement, the outlying communities of Chicago, whether they might be properly classed as districts of the city proper, as environs, suburbs, villages

or independent towns, will be treated under this heading. It would be impossible to separate or to classify them under separate headings without trying the patience of the reader, who above everything else is seeking ready information stripped of all unnecessary form. There must, however, be a few exceptions to this rule. Some of the annexed villages, towns and cities have been so closely identified with the city itself for years past, that it would be out of the question to speak of them as distinctive communities now.

City and Environs.—For the benefit of the visitor it may be as well to state here that Chicago like London is in part "The City" and in part the districts, environs, suburbs, towns and cities which since its settlement have grown up around it, and which from time to time have become annexed. Like London, the parent community will probably always in the future be known as "The City," while the annexed districts will continue to bear their distinctive names, as do Cheapside, Piccadilly, Whitechapel and other well known sections of the British Metropolis. Hyde Park will always be Hyde Park, Bridgeport will always be Bridgeport, Lake View will always be Lake View, and so on, notwithstanding the fact that as distinctive communities they have completely lost their title to consideration. Chicago is justly proud of her beautiful surroundings. She is the central diamond of a magnificent cluster. What has been lacking in natural scenery in the country about has been made up by the taste, the genius and the industry of the people who have dotted the prairies with villas as charming as any that ever encircled the neck of a metropolis, ancient or modern. It must be inconceivable to the residents of the cities of Europe, and it will be one of the revelations which will come upon those of them who shall visit us during the next three years, that the citizens of Chicago, with all their love for the bustle and turmoil of metropolitan life, with their almost insane predilection for clamor, their ill-concealed regard for smoke, their almost mad penchant for high buildings and crowded thorohugfares, should be at the same time subject to a perfect craving for the quiet of suburban homes—away from all the noise, smells and jostlings which during the fleeting hours of the busy work-day they love so well. It is a paradox. The beautiful boulevards and residence streets of the city afford many thousands almost the repose of the country, but only the very wealthy in these days are able to enjoy the luxury of mansions and grounds within walking distance of the business center. The great majority of the business and professional people of the city, who desire, first of all, homes of their own, find that the suburbs offer them advantages in this respect which could not be obtained in the city. It is a constant source of satisfaction to the suburban resident of moderate means that he can surround himself with comforts denied the city resident of large means. With rapid and comfortable transit; with recent and almost marvelous improvements in their sewerage, water and illuminating systems; with educational facilities equal and in many respects superior to those which may be had in the city; with religious and social advantages of a character to satisfy the most exacting demands of a moral and refined people; the suburbs have grown at a most remarkable rate, both in number and in beauty. The stranger, bent upon carrying away an intelligent idea of Chicago and her surroundings, should not miss the opportunity while here of visiting the suburbs and charming resorts in this vicinity.

Railway Lines and Depots.—The facilities for transit afforded by the various railway lines centering in Chicago are complete and admirable. The following lines care for the suburban traffic:

THE ENTRANCE TO PULLMAN.

ATCHISON, TOPEKA & SANTA FE.—Central depot Polk st. and Third ave. Take State st. cable line or Dearborn st. horse car line.

BALTIMORE & OHIO.—Central depot on Lake Front, foot of Monroe st. Only a short walk from the business center.

CHICAGO & ERIE.—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

CHICAGO & ALTON.—Central depot Canal and Adams sts., West Side. Take cars going west on Adams, Van Buren or Madison sts. Only a short walk from business center.

CHICAGO & EASTERN ILLINOIS.—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

CHICAGO & GRAND TRUNK.—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

CHICAGO & NORTHERN PACIFIC.—Central depot Fifth ave. and Harrison st. Take Van Buren st. cars going west from State or south from Madison sts., or Harrison st. line.

CHICAGO & NORTH-WESTERN.—Central depot Wells and Kinzie streets, North Side. Take Dearborn, State or Wells street car going north. Only a short walk from business center.

CHICAGO, BURLINGTON & QUINCY.—Central depot Canal and Adam streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

CHICAGO, MILWAUKEE & ST. PAUL.—Central depot Canal and Adams streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

CHICAGO, ROCK ISLAND & PACIFIC.—Central depot Van Buren and Sherman streets. Take cars on Clark street or Fifth avenue going south. Only a short walk from business center.

CHICAGO, ST. LOUIS & PITTSBURG.—Central depot Canal and Adams streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

CHICAGO, ST. PAUL & KANSAS CITY.—Central depot Harrison street and Fifth avenue. Take Van Buren street cars going west from State or south from Madison street, or Harrison street line.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS ("The Big 4").— Central depot foot of Lake street. Only a short walk from business center.

ILLINOIS CENTRAL.—Central depot foot of Lake street. Only a short walk from business center.

LAKE SHORE & MICHIGAN SOUTHERN. —Central depot Van Buren and Sherman streets. Take cars on Clark street or Fifth avenue going south. Only a short walk from business center.

LOUISVILLE, NEW ALBANY & CHICAGO ("Monon Route").—Central depot Polk street and Third avenue. Take State street cable or Dearborn street car line.

MICHIGAN CENTRAL.—Central depot foot of Lake street. Only a short walk from business center.

PITTSBURG, FORT WAYNE & CHICAGO.—Central depot Canal and Adams streets, West Side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

WABASH.—Central depot Polk street and Third avenue. Take State street cable or Dearborn street horse car line.

A large number of new and very popular suburbs have been laid out and partially built up within the past year, the names of which do not as yet appear in the railroad time tables. These, together with all others, will be referred to in their alphabetical order in the following pages.

NORTH AND SOUTH SHORES OF LAKE MICHIGAN.—Locally, the country skirting Lake Michigan north of the city of Chicago is known as the "North Shore," and south of the city as the "South Shore." Thus, the term "North" or "South" shore of Lake Michigan is used in this guide with ref-

erence to the location of suburbs, etc., in either direction, without reference to the geographical boundaries of that body of water in a larger sense.

Alpine.—Situated on the Wabash, St. Louis & Pacific railroad, 26 miles from the City Hall.

Altenheim.—Situated on the Chicago & Northern Pacific railroad, 10½ miles from the City Hall. Here is located the German Old Peoples' Home. [See German Old Peoples' Home.]

Antioch.—Located on the Chicago & Northern Pacific railroad, 54 miles from City Hall.

Argyle Park.—Situated on the Evanston division of the Chicago, Milwaukee & St. Paul R. R., five and a half miles from the City Hall. The history of Argyle Park dates back but a few years. W. C. Goudy owned the land upon which it stands, and to develop it he procured the construction of the railroad. Upon the completion of the road he conceived the idea of building an ideal suburban town. With this end in view he laid out the streets and avenues of generous proportions, platted the ground into lots 50x150 feet, built a depot, macadamized the streets, put in stone curbings and laid concrete sidewalks. To provide a water supply he had the town connected with the Lake View water system. For lighting purposes the town was connected with the gas works. The sanitary conditions of the town are perfect, there being a double system of sewerage, one to the north and one to the south. Building restrictions and all the little details that go to make the whole perfect have been attended to. A regular force of men is employed to keep the streets in repair, to remove the garbage and to clean the snow from the sidewalks in winter. The Sheridan drive has done wonders for the town as well as for all the North Shore. Many of the residents of Argyle Park never use the steam cars as a means of transportation. A much more charming mode of getting to and from their places of business is a drive of thirty minutes along the incomparable Sheridan road and through matchless Lincoln Park.

Arlington Heights.—Situated on the Wisconsin division of the Chicago & North-Western railway, twenty-two and a half miles from the City Hall.

Auburn Park.—Located on the Chicago, Rock Island & Pacific railroad, nine miles from the City Hall, and accessible by the Chicago & Eastern Illinois railroad. One of the most beautiful of the southern suburbs of Chicago. This charming place is but a few years old, and has already a population of nearly 4,000, composed almost wholly of the best class of business and professional people. The land it covers was formerly the property of Messrs. Geo. M. Pullman, Esq., and C. M. Henderson, Esq., who purchased it for the purpose of building a perfect suburban town. Messrs. Eggleston, Mallette & Brownell, one of the largest and most responsible real estate firms in Chicago, secured the contract for putting in the improvements. No sooner had they begun work than they at once recognized the fact that the natural advantages of the location were bound to do wonders in establishing a town. They made overtures for the purchase of the land, and finally succeeded in obtaining possession of it. As soon as they obtained possession of the property they began improvements on a magnificent scale. Over half a million dollars were spent in this way before the property was offered for sale. The streets were all macadamized, stone sidewalks built throughout, and a double system of sewerage put in. Pipes were laid eight and ten feet below the

ground and connected with the city system. Other pipes were laid for surface drainage. They were so constructed as to be automatically flushed, thus absolutely preventing an acccumulation of sewer gas.

Aurora.—Situated on the Chicago, Burlington & Quincy railroad (three divisions), Chicago & Iowa, Chicago & North-Western, and Elgin, Joliet & Eastern railroads, 39 miles from the City Hall. This beautiful and prosperous town is located on the Fox river. Here are to be found the extensive shops of the Chicago, Burlington & Quincy railroad, and many other important industries. The town is laid out handsomely; it has numerous fine buildings, stores, hotels, railroad depots, opera house, public halls, churches, etc., and is, from a business and a social point of view, one of the most inviting of Illinois towns. From a population of 11,873 in 1880, it grew to 19,634 in 1890. Although so far removed from the city, many Chicago people reside in Aurora.

Austin.—Situated on the Galena division of the Chicago & North-Western railroad, 6½ miles from the City Hall. Austin is one of the nearest of Chicago's suburbs, and one of the most delightful. It has grown from a little hamlet of 900 people to a town of 4,200 within a few years, and gives promise of becoming a most important point in the near future. The topography of the surrounding country is in no wise different from the other towns on the North-Western road. It lies on the first ridge west of the city, and is from ten to twelve feet above the level of the lake. On either side of the town the country is low, rolling prairie land, making it easy to drain. It was not until after the big fire that Austin began to give promise of future prosperity. The suburban fever reached to the town, and it grew rapidly. There are many things that go to make it an attractive place and a desirable one for a quiet suburban home. The early settlers set out an abundance of trees of all kinds, and to-day the town gives the appearance of a natural forest. Its modern growth has given rise to a series of buildings whose architecture is diversified and pleasing. The sanitary conditions are perfect. The drainage is to the south, into Mud lake, with a fall of thirty feet. The water supply comes from Oak Park, the pumping works of that place supplying Austin among other towns. An electric street railroad runs through the town, giving the people cheap fare.

Avondale.—Situated on the Wisconsin division of the Chicago & North-Western railway, five and a half miles from the City Hall.

Barrington.—Situated on the Wisconsin division of the Chicago & North-Western railway, 31½ miles from the City Hall. A prosperous country town.

Batavia.—Situated on the Galena division of the Chicago & North-Western railway, 36 miles from the City Hall.

Bayer.—Situated on the Chicago, St. Louis & Pittsburgh railroad, near Greenwood.

Bensonville.—Situated on the Chicago, Milwaukee & St. Paul railway, 16 miles from the City Hall.

Benton.—Situated on the Milwaukee division of the Chicago & North-Western railway, 40 miles from the City Hall

Bloom.—Situated on the Chicago & Eastern Illinois railroad, 27½ miles from the City Hall.

Blue Island.—Situated on the Chicago, Rock Island & Pacific railway, 16 miles from the City Hall. A large suburb and one of the oldest.

Brainard.—Practically a part of South Englewood. The town was started but recently, and gives promise of rapid growth in popularity as well as in population.

Bremen.—Situated on the Chicago, Rock Island & Pacific railway, 23½ miles from the City Hall.

Brighton Park.—Situated on the Chicago, St. Louis & Pittsburgh and Chicago & Alton railroads, 7½ miles from the City Hall. A very pleasant little suburb within the limits.

Brisbane.—Situated on the Wabash, St. Louis & Pacific railroad, 35 miles from the City Hall.

Buena Park.—Situated on the Evanston Division of the Chicago, Milwaukee & St. Paul railway, within the city limits. [See Graceland Cemetery.]

Burlington.—Situated on the Chicago & Northern Pacific railroad, 72½ miles from the City Hall.

Burlington Heights.—Situated on the Chicago, Burlington & Quincy railroad, 20½ miles from the City Hall.

Calvary.—Situated on the Milwaukee division of the Chicago & North-Western railway, ten miles from the City Hall. A station of the village of South Evanston. [See Calvary Cemetery.] The trains of the Evanston division of the Chicago, Milwaukee & St. Paul railroad also stop here.

Camp McDonald.—Situated on the Chicago & Northern Pacific railroad, 25½ miles from the City Hall.

Camp Lake.—Situated on the Chicago & Northern Pacific railroad, sixty miles from the City Hall. A summer resort.

Canfield.—Situated on the Wisconsin division of the Chicago & North-Western railroad, 11½ miles from the City Hall.

Cary.—Situated on the Wisconsin division of the Chicago & North-Western railroad, thirty-four miles from the City Hall.

Cheltenham Beach.—Situated on the Illinois Central railroad and the South Shore of Lake Michigan, twelve miles from the City Hall. This place has been christened "The Coney Island of the West." A large hotel and restaurant, a great exhibition hall, an immense amphitheater for pyrotechnic displays on a mammoth scale; slides, and the various amusements incident to such a resort as Coney Island are to be found here.

Chicago Lawn.—Situated on the Chicago & Grand Trunk railway, 10 miles from the City Hall. A beautiful and popular suburb.

Clarendon Hills.—Situated on the Chicago, Burlington & Quincy railroad, 20 miles from the City Hall.

Clifton.—Situated on the Chicago & Grand Trunk railway, 18 miles from the City Hall.

Clintonville.—Situated on the Galena division of the Chicago & North-Western railway, 39 miles from the City Hall.

Clyde.—Situated on the Chicago, Burlington & Quincy railroad, 10 miles from the City Hall.

Colehour.—Situated on the Lake Shore & Michigan Southern railway, 13 miles from the City Hall. A manufacturing suburb.

INTERIOR OF FIRST NATIONAL BANK

Conleys.—Situated on the Wabash, St. Louis & Pacific railway, 19 miles from the City Hall.

Cortland.—Situated on the Galena division of the Chicago & North-Western railway, 55¼ miles from the City Hall.

Crawford.—Situated on the Chicago, Burlington & Quincy railroad, 7 miles from the City Hall. A pretty suburb.

Crete.—Situated on the Chicago & Eastern Illinois railroad, 31 miles from the City Hall.

Crown Point.—Situated on the Chicago, St. Louis & Pittsburg and Chicago & Erie railroads, 41 miles from the City Hall.

Crystal Lake.—Situated on the Wisconsin division of the Chicago & North-Western railroad, 43 miles from the City Hall. A popular summer fishing and camping resort.

Cummings.—Situated on the New York, Chicago & St. Louis (Nickel Plate) and on the Chicago & Erie railways, 15 miles from the City Hall. A manufacturing suburb of great promise.

Cuyler.—Situated on the Milwaukee division of the Chicago & North-Western railway, adjoining Ravenswood. A small suburb as yet, but growing.

Dalton.—Situated on the Louisville, New Albany & Chicago railway, 16½ miles from the City Hall.

Dauphin Park.—Situated at the crossing of the Illinois Central and Michigan Central railroads with the Rock Island and the Atlantic & Pacific, the Western Indiana and New Albany roads. One hundred trains pass through this suburb daily. It is the only suburb along the line of the Illinois Central road having its own park front, and before it contained a house it had beautiful groves of young trees, paved avenues, a complete system of walks, sewers, gas and water. It is convenient to the southern park system of Chicago, and to the site of the Columbian Exposition. The village is beautifully built and settled by a high class of people. It was founded by S. E. Gross.

Deering.—Situated on the Milwaukee division of the Chicago & North-Western railway, about 3 miles from the City Hall. Here are located the Deering Harvester Works and other large manufactories.

De Kalb.—Situated on the Galena division of the Chicago & North-Western railway, 58½ miles from the City Hall.

Desplaines.—Situated on the Wisconsin division of the Chicago & North-Western railway, 16½ miles from the City Hall. A very popular summer picnicking and camp-meeting ground.

Des Plaines.—Situated on the Chicago & Northern Pacific railroad, 22½ miles from the City Hall.

Dolton.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 21¼ miles from the City Hall.

Downer's Grove.—Situated on the Chicago, Burlington & Quincy railroad, about 23 miles from the City Hall. Population, 1,200. Downer's Grove is in the southeast corner of DuPage county and but a few miles from the dividing line between this and Cook county. It is a body of timber and covers perhaps one section of land in sections 6 and 7 of township 38 north, range

11 east. It has its schools and its churches. Of the latter there are a Methodist, Congregational, Episcopalian, Catholic and German Evangelical. "East Grove" is a station ¾ of a mile east of Downer's Grove, and was first laid out thirteen years ago. Since then four or five new additions have been made, some of them quite large. About sixty families now make their homes here.

Dyer.—Situated on the Louisville, New Albany & Chicago railway, 28½ miles from the City Hall.

East Grove.—Situated on the Chicago, Burlington & Quincy railroad, 21½ miles from the City Hall.

East Roseland (104th street).—Situated on the Illinois Central railroad, 12¾ miles from the City Hall.

Edgewater.—Situated on the Evanston division of the Chicago, Milwaukee & St. Paul railroad, 7½ miles from the City Hall, on the north shore of Lake Michigan, and within driving distance from the business center. Edgewater is one of the prettiest suburbs in the country. Its situation is charming. Commencing at the shore of the lake the land rises by a gentle and almost imperceptible slope till it reaches an elevation of from ten to twenty-five feet above the lake. Before the country was opened up the land was covered with a dense growth of trees. The ash, the elm, the white birch, the oak and the maple alike thrive and grow beautiful, nourished by the fertile soil. Its founders bought 250 acres of land there in 1884, and gave the future town the name of Edgewater. It was at that time a wilderness of woods and underbrush. For nearly two years the work went on. Just enough of the original forest was cut down to admit of building and laying out streets. The streets were laid out sixty-six feet wide, and every one of them was macadamized. Between the street and the sidewalks, a broad space was left and sodded. Stone sidewalks were laid throughout and between the street and the walks, at distances of thirty-three feet, additional trees were set out. The matter of drainage was especially attended to. Competent engineers superintended the laying of the pipes underground, and every joint and connection was made tight before being covered up. Besides this care the system has been so devised that no objectionable encroachment can be made to the injury of the service. The matter of lighting was not neglected. A company was formed and an electric light plant put up at a cost of $60,000. It is the most complete for its size in the country. When the improvements were completed, one hundred houses were erected, costing from $5,000 to $16,000 exclusive of the lot. The architecture is varied and pleasing, Queen Anne and Colonial style being frequently used. The material used is brick, stone and wood. An effort was made to avoid building any two houses alike, and hence a pleasing variety and contrast was obtained. Edgewater has two handsome church structures. The Church of the Atonement is said to be the only correct Gothic church in the country. The material is red sandstone, and the interior decorations are both elaborate and elegant. The Epworth Methodist Episcopal Church is the handsomest structure of the denomination outside of the city. [See Argyle Park.] There is also a finely equipped and graded school, to which educational facilities will be constantly added for the benefit of the community. The public stable is one of the suburb's attractions.

Edison Park.—Situated on the Wisconsin division of the Chicago & North-Western railway, 12 miles from the City Hall.

Elburn.—Situated on the Galena division of the Chicago & North-Western railway, 44 miles from the City Hall.

Elgin.—Situated on the Galena division of the Chicago & North-Western railway, and on the Chicago, Milwaukee & St. Paul railway, 42 miles from the City Hall. A beautiful and prosperous town. Immense dairy interests are centered here. The Elgin National Watch factory and several other large industrial institutions are located here. [See Elgin National Watch Factory.] Population, 1890, 17,429.

Elmhurst.—Situated on the Galena division of the Chicago & North-Western railway, 15 miles from the City Hall. An attractive suburb.

Elsdon.—Situated on the Chicago & Grand Trunk railway, 9 miles from the City Hall.

Englewood.—A beautiful district of the city proper, situated on the Chicago, Rock Island & Pacific and other lines, but accessible by street cars. It is practically within the old city, and has long since lost its individuality as a village. There are handsome business blocks, elegant residences and a fine opera house here. [See Timmerman Opera House.] Englewood is hardly more to be considered as a suburb now than Hyde Park or Lake View.

Englewood Heights.—Situated at the intersection of the Panhandle and Rock Island railroads, between Eighty-seventh and Ninety-second sts., and Ashland ave. and the Panhandle tracks. To those of moderate means a town of the size of Englewood Heights offers many inducements; property is much cheaper than it is in an older and better developed place. The man who is working for a moderate salary can go there, buy a lot, put up a modest dwelling and live comfortably. In time his home increases greatly in value and he finds himself in possession of a valuable piece of property. Englewood Heights possesses one attribute almost essential to a successful town—natural beauty. Before it was platted, its natural wooded district offered a never-failing inducement to picnic parties, and every Sunday the grounds were crowded with pleasure-seekers. To-day one would not be able to recognize the old landmarks. Stores, pleasure resorts, tasteful dwellings and evidences of business activity proclaim a wonderful transformation.

Englewood on the Hill.—Situated on the Panhandle road directly west of Englewood proper, extending from Sixty-seventh to Seventy-first sts. north and south, and is bounded east and west by Loomis st. and Western ave. Take train at Union depot, Canal and Adams sts., West Side. The founder of the town suburb is E. A. Cummings, Esq., of E. A. Cummings & Co. Like the founders of the several towns round about Englewood, Mr. Cummings gave the town a name to which was attached Englewood. Some years ago he bought this tract for $400 an acre and soon sold it for $600 an acre. He had not parted with it long before its desirability as a suburban residence place struck him with peculiar force. As a result he a second time purchased the land, giving for it $1,300 an acre. Among the public buildings are a handsome Catholic church and a public school-house of pressed brick, costing $30,000. Three brick business blocks are directly opposite the depot and are occupied with well stocked stores. The contiguity of the "Hill" to the Stock Yards has induced several large operators to locate there. A mile frontage on Ashland ave. possessed by the town gives an added value to real estate. Another thing that is in favor of the town and one that will help its growth in the years to come is the fact that it is directly in the line to the

Stickney tract, which is certain to become a great manufacturing center. Englewood on the Hill has about 700 inhabitants and is growing with remarkable rapidity.

Eola.—Situated on the Chicago, Burlington & Quincy railroad, 35 miles from the City Hall.

Evanston.—Situated on the Milwaukee division of the Chicago & North-Western railway and on the Evanston division of the Chicago, Milwaukee & St. Paul railroad, 12 miles from the City Hall, on the north shore of Lake Michigan. Take train at Wells St. depot, Wells and Kinzie sts., North Side, or at Union depot, Canal and Adams sts., West Side. Steamboats take passengers to Evanston during the summer season from Clark st. bridge. Trains run at intervals of a few minutes, morning and evening, and hourly during the day. Evanston is the most celebrated and in many respects the most attractive of Chicago's suburbs, by reason of its beautiful and accessible situation, its educational institutions, its churches, its high social advantages and the cultured character of its inhabitants. A great many of the residents of Evanston are people distinguished in the literary world, and not a few of them enjoy an international reputation. The visitor should not fail to spend a few days in this charming village and its vicinity. In 1850 the place was known as "Ridgeville." There were then about 100 inhabitants in the settlement. Major Mulford was the supervisor, the postmaster and the general major domo of the town. Several names were proposed, among them Orrington. It was finally decided that to the one who should come to the front and give most generously of his substance should accrue the honor of the name. Dr. John Evans, now Hon. John Evans, then a leading physician of Chicago, was the man, and after him was the new town called Evanston. Other men who have been identified with the growth of the village have not been forgotten. Their names are perpetuated in the beautiful streets which traverse the village. Greenleaf ave., Hinman ave., Noyes ave., Davis street, after Dr. N. S. Davis; Judson ave., Dempster st., Orrington ave., and a host of others all have their significance, and recollections cluster about them. Ever since its establishment the growth of Evanston has been a steady and healthly one. Not until the year 1857 was the town organized. The first supervisor was George Reynolds, who built the first hotel—the Reynolds House. His residence stood where now stands the elegant mansion of William Deering. The first store was opened by J. B. Colvin and stood where Garwood's drug store now is. The first public school was a log house at Greenwood and Ridge aves. The site was intended as a burying ground, but instead there stands the stately mansion of John Kirk. In the winter of 1853 the village of Evanston was first platted by Rev. Philo Judson. The connecting link between Chicago and the town came in 1854, when the Chicago & North-Western railway laid its tracks there. From that time there set in a steady advance in its growth, and in the winter of 1863 the village was incorporated. The first president of the board was H. B. Hurd and John Fussey was commissioner of streets. The total valuation of property was then $125,480. In April, 1873, the village organization was voted and C. J. Gilbert was the first president. Ere this many of Chicago's first citizens had been attracted to Evanston and the board contained such names as H. G. Powers, Lyman J. Gage, William Blanchard, Wilson Phelps and O. A. Willard. The successive presidents of the village were O. Huse, Dr. N. S. Davis, J. M. Williams, Thomas J. Frost, T. A. Cosgrove, J. J Parkhurst, C. N. Remy, M. W. Kirk, James Ayers and H. H. C. Miller.

A drive through the principal streets of Evanston will reveal the attractions of the place. On every side and continually the eye is greeted with a sight of beautiful lawns, tasteful flower-gardens and ornamental mounds. They form a pretty foreground for the elegant residences that are almost always built at a goodly distance from the street. The architecture of the town is pleasingly varied and uniformly tasteful. In few places can one see so many homes that indicate refinement and wealth. The mansion and not the cottage is the rule.

The character of the people is distinctive. Evanston people are nothing if not educated. They pride themselves on this. It is the miniature Boston of the West. You feel refinement in the very atmosphere. It is the home of cultivation. This must needs be so from the fact that the growth and development of the town has been shaped and influenced by the University. That noble institution has grown from an humble beginning to become the equal of almost any institution of learning in the United States. It needs no encomiums. The history of its graduates, the standing of its faculty, speak volumes. The University grounds constitute the chief park of the town. They are densely wooded and undulating. From time to time new buildings have been added till now a memorial hall, a science hall, Dearborn Observatory, Heck Hall, woman's college, preparatory school, dormitory and gymnasium, all models of elegance and convenience, adorn the spacious grounds. [See Northwestern University.]

Another thing that has added greatly to the attraction possessed by Evanston is the exclusion of the sale of liquor within the four mile limit. The possibility of rearing a family beyond the baleful influence of the saloon has caused many to settle within its borders. The contest over the liquor traffic forms a notable epoch in the history of the town.

The character of the inhabitants of Evanston has in the past few years changed considerably—and for some reasons for the better. The old Puritan days when the religionist dominated the town are now but a memory. The same element is still there. But it is diluted just enough to give the town a progressive spirit and lend to it a live and bustling character. The social gatherings of Evanston are delightful affairs, unmarred by the stiff formality that characterizes the swell events of Chicago's 400. The social element is exacting, too. There you can see club life in its ideality. [See Evanston Club, Evanston Country Club and Evanston Boat Club.] Another source of pride to Evanston is her school system. The Evanston High School stands at Benson avenue and Dempster street. The school ranks among the highest, and a diploma from it will admit the graduate into almost any college in the United States. The Hinman Avenue School, the Wesley Avenue School, the Haven School and a score of others offer superior and exceptional educational advantages. Besides these there are the various district schools.

The people of Evanston, or the great majority of them, are religiously inclined. It is pre-eminently a town of many churches. In the early days of its history the Methodist denomination predominated to the exclusion of all others. Now lofty spires rise from edifices devoted to the peculiar worship of almost every denomination. The Episcopalians and Catholics have just erected two magnificent structures. A mention of Evanston's attractions would not be complete without a passing notice of the Evanston Life-saving Station. [See "Evanston Life-saving Station," in Encyclopedia.] Among the public institutions of Evanston is the free circulating library at

524 Sherman avenue. It is open Tuesdays, Thursdays and Saturdays, and is well stocked with the standard works and periodicals. Population in 1890, 8,000. The Evanston *Index* is a creditable weekly.

Evergreen Park.—Situated on the Chicago & Grand Trunk railway, 14½ miles from the City Hall. A charming residence place, and quite popular.

Fairview Park.—Situated on the Chicago, St. Louis & Pittsburgh rail road, 15½ miles from the City Hall.

Feehanville.—Situated on the Chicago & Northern Pacific railroad twenty-five miles from the City Hall. Here is located St. Mary's Industrial School for Boys. The place receives its name from the Catholic archbishop of this diocese. [See Educational Institutions.]

Fernwood.—Situated on the line of the Chicago & Eastern Illinois railroad, twelve miles from the City Hall. The village is almost surrounded by West Roseland on the south, Oakdale on the north, and Washington Heights on the west. The residents of the three communities last named are citizens of Chicago, but those of Fernwood have refused to become annexed. According to the last school census there are 1,265 persons in the village. The novelty of a village within the corporate limits of the city, and yet refusing to become a part of it, has attracted considerable attention to Fernwood of late. [See Map.]

Forest Hill.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 12½ miles from the City Hall.

Forest Home.—Situated on the Chicago & Northern Pacific railroad, 10½ miles from the City Hall.

Fort Sheridan.—Situated on the Milwaukee division of the Chicago & North-Western railway, 24½ miles from the City Hall. [See Fort Sheridan, under head of "Military."]

Fox Lake.—One of the most charming summer resorts in the vicinity of Chicago. It may be reached either by the Chicago & North-Western or the Chicago & Northern Pacific railroad. The distance from Chicago is about fifty-one miles. Fox is but one of many lakes in the vicinity. There is good fishing here. Small steamers ply between points on the lakes. The banks are dotted with pretty villas. Thousands of Chicagoans make their summer homes in the vicinity of Fox Lake. The visitor, desiring a day of recreation, could not find a more perfect spot in this country. Trains leave frequently for the stations contiguous to the lakes of Lake county. There are many sporting, fishing and social club houses on the Fox Lake. [See Clubs—Athletic, Sporting, etc.]

Franklin Park.—Situated at the intersection of the Wisconsin Central and Chicago, Milwaukee & St. Paul railroads. Franklin Park, founded in 1890, is bounteously favored by the high elevation of its surface and by the diversified charms of the surrounding scenery. Streets, boulevards and parks have been laid out, a large public hall makes conspicuous show, and tasteful residences appear on every hand. The improvements are of a character in keeping with those of older and well-populated suburbs.

Geneva.—Situated on the Galena division of the Chicago & North-Western railway, 35½ miles from the City Hall. This is the station of Geneva Lake, one of the most charming summer resorts in the West,

Many of the wealthy people of Chicago have summer residences on the Lake. The Lake itself is a beautiful body of water. In the season it is alive with boats. Some of the summer villas are magnificent.

Glencoe.—Situated on the Milwaukee division of the Chicago & North-Western railway, nineteen miles from the City Hall. It is one of the prettiest suburbs on the North Shore.

Glen Ellyn.—Situated on the Galena division, of the Chicago & North-Western railway, twenty-three miles from the City Hall. The location is most charming. The property upon which this suburb has been established is in Du Page county, and lies north and east of the beautiful village of Prospect Park. High and heavily wooded hills almost encircle a sloping valley, near the centre of which is the tract of 130 acres to be reserved for a park. In the centre of this park are the mineral springs. Across the valley a dam has been built, and the water from a number of non-mineral springs farther to the west has formed a lake of fifty acres, upon which a fleet of boats has been placed. The mineral springs are five in number, and form a cluster in the centre of the park. The flow from these springs varies from 50 to 150 gallons a minute each, and the combined flow per minute from the five is about 500 gallons.

Glenwood.—Situated on the Chicago & Eastern Illinois railroad, twenty-three and one-half miles from the City Hall. [See Training Schools.]

Goodenow.—Situated on the Chicago & Eastern Illinois railroad, thirty-four miles from the City Hall.

Grand Crossing —Situated on the Illinois Central and on all lines of railroad running south, nine and three-fourths miles from the City Hall.

Grayland.—Situated on the Chicago, Milwaukee & St. Paul railway, eight miles from the City Hall. A pretty suburb.

Gray's Lake.—Situated on the Chicago & Northern Pacific railroad, forty-five and one-half miles from the City Hall. A delightful summer resort.

Greenwood.—Situated on the Chicago, St. Louis & Pittsburgh railroad, twenty-two and one-fourth miles from the City Hall.

Greggs.—Situated on the Chicago, Burlington & Quincy railroad, twenty and three-fourths miles from the City Hall.

Griffith.—A new manufacturing suburb, situated in Lake county, Indiana, on the lines of the Michigan Central, Grand Trunk, Chicago & Erie and Elgin, Joliet & Eastern Belt railroads. Take train at Central Depot, foot of Lake st., or at Dearborn Station, Polk st. and Third ave. There are immense transactions in real estate for manufacturing sites going on here. The town has become prominent lately because of its proximity to the new packing industries that are to be moved into Lake county by Armour, Swift and Morris. [See New Stock Yards.]

Grossdale.—Situated on the Chicago, Burlington & Quincy railroad, tweve miles west of the City Hall. Grossdale is one of the many charming suburbs which owe their origin to the restless activity, sound judgment and liberal public spirit of S. E. Gross. The suburban village of Grossdale is located in a natural park of about 300 acres, and the growth of the place has been justly pronounced "one of those phenomenal evidences of progress, enterprise and artistic sentiment that now serve to distinguish the World's Fair city from all the rest of creation."

Mr. Gross, before beginning the construction of Grossdale, had platted, subdivided, built and sold more than twenty suburbs. He had sold in the course of eleven years 40,000 lots and had built more than 11,000 houses. At nineteen years of age he was a captain in the United States army, fighting at the front in the War of the Rebellion. The youngest captain in the service, he came home in 1865, covered with honors and with scars. In 1866 he left his boyhood's home in Mount Carroll, Ill., and came to Chicago, where he began soon the practice of law. In 1888 he went into the real estate business. His Madison street subdivision, "Gross Terrace," was the one on which he tried his apprentice hand. Then, with experience, came Gross Park, Argyle Park, Brookdale and Villa Ridge. Humboldt Park followed, and Under the Linden, at Avondale; Calumet Heights, Kerwin Station at Oak Park, the Archer ave subdivision, Emery, on the West Side, and finally Grossdale and Dauphin Park.

Gross Park.—Situated on the Milwaukee division of the Chicago & North-Western railway, about four and one-half miles from the City Hall. One of the several suburban towns founded by S. E. Gross. This suburb was intended for the homes of workingmen, and it has grown wonderfully within the past few years. Nearly all the residents own their own houses.

Gurnee.—Situated on the Chicago, Milwaukee & St. Paul railway, thirty-eight miles from the City Hall.

Hammond.—Hammond is a suburb of Chicago, in the State of Indiana, situated almost at the present head of the navigable waters of the Calumet river, and accessible by the Michigan Central, the Chicago & Western Indiana, the Chicago Belt Line, the Louisville, New Albany & Chicago, the New York, Chicago & St. Louis ("Nickel Plate"), the Chicago & Atlantic, and the Pittsburg, Cincinnati & St. Louis ("Panhandle") railroads. Take trains at Union depot, Canal and Adams sts., Van Buren Street depot, Van Buren and Sherman sts., Central depot, foot of Lake st., or Dearborn Station, Polk st. and Third ave. Hammond, it appears, is destined to become one of the greatest manufacturing towns in the vicinity of Chicago, but not until within the past few years has its development been marked or extraordinary. One of the first settlers of Hammond was E. W. Hohman. He located at Hammond away back in the year 1849, kept a tavern and was justice of the peace. The little outpost was then known as Hohman's Bridge. It was a stage station between Chicago and Michigan City. Mr. Hohman owned about 1,000 acres of the land upon which the present corporate limits of the city are located. Even in those early days Mr. Hohman firmly believed that Hammond would at some future day become a great city. In 1869 he sold fifteen acres of this tract to the G. H. Hammond Packing Company. This was the start of the town. The packing interests soon drew about it the nucleus of the town. The company erected buildings for its employes. Two or three stores were erected, a town site mapped out, and work begun. At first the packing interests were of a very modest nature. Less than twenty-five cattle were slaughtered a day, fifteen to twenty being the average, and about as many men were employed. The beef was the first ever shipped East from Chicago in refrigerator cars. From this small beginning the business increased year by year until to-day the Hammond plant is the largest of its kind in the world. At present nearly 1,100 men are employed at the slaughtering houses, and upward of 5,000 cattle are killed weekly and shipped East. In 1888 the output of G. H. Hammond & Co. aggregated over $20,000,000; in 1889 it

LOOKING NORTH ON STATE, FROM MADISON STREET.

went up to nearly $26,000,000, and in 1891 it aggregated nearly $40,000,000. Around this little center new industries soon sought a location. In 1886 the Chicago Steel Manufacturing Company located there. A site of fifteen acres of land was secured and upward of $500,000 was invested. Large buildings of brick and glass have been put up, and when running to full capacity it employs from 400 to 600 men and boys. The Tuthill Spring Company located in 1883. It has an invested capital of possibly $75,000 and gives employment to at least 150 men. The Calumet Canning Company has $300,000 invested and employs 300 hands; the Chicago Ax Company, with $50,000 invested, employs 300 men; the Stein, Hirsch & Co.'s Starch Works, with $300,000 invested, employs 200 hands, and the Hammond Milling Company, with a capital of $100,000, employs fifty hands. But the most important manufacturing additions to Hammond are of comparatively recent date. In 1890 the Brown-Bonnell Company purchased land at Hammond upon which it established a complete steel industry at an expenditure of $3,000,000. The new works of the Brown-Bonnell Company will materially transform Hammond. When these works are complete the manufacturing interests in the district east of the packing houses will give employment to over 4,000 men. With the exception of the Illinois Steel Company at South Chicago this company will be the strongest manufacturing concern in the Calumet basin. It will form one link of the chain of manufactories extending from the mouth of the Calumet river to East Chicago, and embracing the works of the Illinois Steel Company, the Iroquois Furnace Company, the Chicago Smelting and Refining Company, the Rolling Mill Company at Irondale, the Rolling Stock Company at Hegewisch, and the Rolling Mill Company at East Chicago. Such are the manufacturing interests already located at Hammond, and more are daily coming in. The more recent only date since last summer. The P. E. Lane Iron Bridge Works have bought a twenty-two acre tract in section thirty for $1,500 from W. H. Russell. This company manufactures iron bridges and employs upward of 200 men. Its present works are located at Fifty-seventh st. and the Fort Wayne tracks, whence they will be removed to Hammond and started anew upon a larger plane. The Kingsley Foundry and Manufacturing Company of Elyria, Ohio, has also decided to locate at Hammond. This company has secured two acres in section one, and will at once proceed to erect buildings to cost $15,000 to $20,000, and will place machinery in them costing as much more. It will employ fully 100 men. The company manufactures iron castings, sewer pipes, etc. Besides these two concerns the American Hominy Flake Company, of Yellow Springs, Ohio, has also secured a site in the Oakhill sub-division to Hammond. This company has a capital of $100,000, and proposes to spend from $30,000 to $35,000 in buildings on their new site. A new elevator is to be built and an oatmeal mill. A large number of manufacturing concerns have purchased sites for their works within the past year. Here will probably locate the greatest packing plant in the world (see New Stock Yards) and an immense brewery. Already the growing city of Hammond is stretching out branch towns in several directions. One and a half miles to the northwest is Calumet Park, really a suburb of Hammond. This town is located on the Calumet terminal and Panhandle railroads. The National Surface Company, a large concern, has already established a factory there. The corporation manufactures iron cattle guards. Hegewisch, East Chicago and Whiting are all thriving manufacturing towns.

The location of Hammond is very desirable, both for manufacturing and

residence purposes, There is a plentiful supply of pure water, and modern improvements in lighting, sewering, paving and architecture are being made with amazing rapidity. The visitor can spend a day or two pleasantly and profitably in Hammond and vicinity.

Harlem.—Situated between the towns of River Forest and Oak Park, on the Chicago & Northern Pacific railroad.

Harvey.—Situated two miles south of the southern city limits, at the junction of the Illinois Central, Big Four and Grand Trunk railroads. Take the Illinois Central train at foot of Randolph or Van Buren street; or take train at Dearborn Station, Third ave. and Polk st. Harvey, though one of the youngest, is one of the most important, of Chicago's manufacturing suburbs. Fifty trains a day connect it with the heart of the city, and railroad lines other than those mentioned above are arranging to pass through the town, and the transportation facilities will be of the very best. Unlike most suburbs of Chicago, Harvey has excellent drainage facilities, being from twenty-one to twenty-eight feet above the Calumet river, and having a brick sewer, four feet in diameter, 14 feet below the surface, extending to the river. That portion of Harvey lying east of the Illinois Central railroad will be devoted exclusively to manufacturing purposes, and the portion lying west of this railroad is reserved for residences. Harvey has graded streets and sidewalks. Water works are almost completed, consisting of water tower, mains and artesian wells of large capacity. Parks skirt the west side of the Illinois Central railroad. A boulevard is being made of 155th st. A $10,000 church is built in the same locality, near Lexington ave. A bank building is complete, and many residences are already constructed. As a manufacturing center, the success of the place is assured. Among the works already established at Harvey are the Harvey Steel Car Company; the Buda Foundry and Manufacturing Co.; the Conner Core Drilling Company; the Grinnell Wagon Works; the Craver, Steele & Austin Steel-Header Works; the Atkinson Steel Spring Works; and applications from several other manufacturing companies to remove their plants are under consideration. The freight rates to and from Harvey are the same as to and from Chicago. Because Harvey is to be to a great extent a manufacturing town, it must not be supposed that it is not adapted for the suburban home of the city merchant and business and professional man. There are many sites for lovely homes, several homes already built, and these will naturally group themselves together along the residence streets and boulevards. On the boulevard no residence is to be erected of less value than $2,500, and all buildings are to be placed twenty-five feet back of the face line of street. In the section bounded by 154th st. on the north, Ashland ave. on the west, and 157th st. on the south, excepting blocks 92 and 93, no buildings are to be erected of less value than $2,000. Outside of this area the only restriction is a building line. All residences are to be twenty feet back of face line of street. Harvey will, in all respects, be a temperance place, and, therefore, free from the many demoralizing influences resulting from the sale of liquor.

Hawthorne.—Situated on the Chicago, Burlington & Quincy railroad, six miles from the city. At present there are many neat and substantial cottages on several of the streets, which are all graded and have sidewalks laid. The ground is twenty to thirty feet above city level, thus giving fine drainage facilities and pure air. There is a school-house and a church, and plans are being perfected for the erection of other places of worship. Shade trees are

laid out on the streets, which are improved with crushed stone. Hawthorne was laid out by G. S. Hubbard some years ago, and has since been subdivided and improved in many respects. Half a mile north of the land the proposed site for the Grant Locomotive Works is situated, and about the same distance away in another direction there will be the Northern Pacific railroad shops. Of the already established industries of the locality the immense quarries of Dolese & Shepard take first rank. For paving and building purposes the stone from these quarries is greatly thought of. Employment is given to over 300 men in summer and about 150 in winter.

Hegewisch.—Situated just within the southern limits of the city, east of Calumet Lake and on the Calumet river. A most prosperous manufacturing town, possessing all that is requisite to make it such, cheap grounds, competition facilities afforded both by rail and water, are the causes assigned for the present promise of a most desirable location for any manufacturing industry. The government has already made appropriation for the improvement of the Calumet river, the intention being to widen it to 200 feet, with a depth of from sixteen to eighteen feet, thus rendering it navigable for the largest lake vessels. The town is named after the president of the United States Rolling Stock Company. The company began operations here in 1884, when only a small tavern occupied the site wherein now are 3,000 inhabitants. In 1885 manufacturing was commenced, and also the erection of houses for the accommodation of this company's workmen. The plant now represents an investment of $1,800,000, consisting of buildings, extensive docks, fourteen miles of trackage in their yards, etc., etc. This plant has a capacity of 10,000 freight cars per annum, and employs 1,200 men. The Compound Lumber Company's plant, employing 90 men for the manufacture of veneered doors by machinery, and the Mahla & Chappell Chemical Works, 75 men, are located here. The cheap transportation of iron ores by water adds to the advantages of Hegewisch as a most eligible point for the manufacture of heavy iron work. The railroads furnishing outlets to the Hegewisch shippers are: The Michigan Central; Pittsburg, Fort Wayne & Chicago; Chicago & Erie; Louisville, New Albany & Chicago; Nickel Plate; and the two belt lines, Chicago & Western Indiana, and Chicago & Calumet terminal railroads, afford connections with every railroad running out of Chicago.

Hessville.—Situated on the New York, Chicago & St. Louis (Nickel Plate) railway, 22½ miles from the City Hall. A manufacturing suburb.

Highlands.—Situated on the Chicago, Burlington & Quincy railroad, 17½ miles from the City Hall.

Highland Park.—Situated on the Milwaukee division of the Chicago & North-Western railway. A beautiful suburb on the north shore. There are many handsome homes here. The town is wooded nicely and the lawns are very pretty.

High Ridge.—Situated on the Milwaukee division of the Chicago & North-Western railway, 8¼ miles from the City Hall.

Hinsdale.—Situated on the Chicago, Burlington & Quincy railroad, 17 miles from the City Hall. The town was founded about twenty years ago. It is far enough from Chicago to be entirely free from the odors incident to a big city. Abundant shade trees and shrubbery adorn the residence grounds and line the streets. The avenues are lined with maple, elm, ash, and other forest trees, while adjoining the drives surrounding it are groves of native

oak, elm and walnut, interspersed with lovely ferns. Country roads lead in every direction and furnish tempting drives. One of the most attractive drives is along the pretty, meandering stream called Salt creek. The creek is fed by Mammoth spring, which tradition says sprang suddenly into life and engendered the creek. From this drive a view can be had of the old mill and Brush Hill, a village rechristened to the more prosaic name of Fullersburg. In Oak Forest cemetery are other pretty drives. The grounds have been recently laid out by G. K. Wright and incorporated. In the cemetery is the Robbins Monument, erected to the founder of the town, who died about two years ago. There is no manufacturing at Hinsdale and none is desired. It is simply a residence suburb. Its very atmosphere suggests the word "home," with all that the inexpressibly sweet term means to the American. The houses built upon the knolls of Hinsdale have a view of Chicago in the distance, with all the intervening villages and country. Population, about 2,500.

Hyde Park Center.—Situated on the Illinois Central railroad, the station being at the foot of 53d st. Everything is "Hyde Park" below Thirty-ninth st., and this common term, which is derived from the name of the township, is made to cover all the stations, suburbs and districts between that street and the Calumet district. In order to distinguish the village of Hyde Park, therefore, from such points as Kenwood, Woodlawn, etc., this particular section is called "Hyde Park Center." In 1861, when the town of Hyde Park was incorporated, there were 350 persons living in the town, seventy-one of whom were voters. The census of 1870 showed a population in the whole town of 3,644; in 1880 there were 15,724; in 1885 there were triple the number shown in 1880, and in 1890 there were fully 90,000 people living in what was in 1889 the largest village in the world, village government having been adopted in 1872. The village hall, located on Lake ave. near Fifty-third street, made Hyde Park Center the social as well as political center of the whole town. To tell the full story of Hyde Park Center it would be necessary to tell the story of the old town and village of Hyde, which by annexation became a part of Chicago in 1889. Until 1852 those forty-eight square miles lying along the lake shore south of Thirty-ninth st. and east of State street, extending south to One Hundred and Thirty-eighth street, lay a sterile waste, with scarcely an inhabitant. The early growth of Hyde Park was exceedingly slow, increasing at the rate of about one family per year for the first ten years. Hassan A. Hopkins, the first collector of the town, kept a general store in a shanty, ten feet square, until 1868, when he built the store which is still standing on the southeast corner of Lake avenue and Fifty-first street. Dr. W. S. Johnson, the first Homœopathist in town, had his office in the upper story. Dr. J. Ramsey Flood, the first Allopathist, was already on the ground. The first church was built in 1858, and stood on the northeast corner of Lake avenue and Fifty-third street. It was first used by believers of all denominations. In 1860 it was deeded by Mr. Cornell to the Presbyterians. In 1870 a new church building was dedicated on the site where now stands a still newer and larger place of worship, dedicated in the year 1890. The history of this church is the history of the people of the Center in the early days. To-day all the denominations have large societies and church edifices of their own. The Methodists occupy an imposing granite-front temple on Fifty-fourth street, the Catholics have a new church on Kimbark avenue, and the Episcopalians a chapel on Washington avenue. The first public school was erected in the year 1863, at Monroe

avenue and Fifty-fourth street. The people of Hyde Park have always taken great pride in the public schools, and commencement season is still looked forward to, by all the members of every household, as a matter of personal interest. Leslie Lewis has been superintendent of schools since 1875, and is still retained by the city. The water supply since 1882 has been better than that of the city of Chicago, Hyde Park having water works of its own worth over half a million of dollars. There are three large social clubs at Hyde Park Center. [See Hyde Park Suburban Club, Park Club and Chicago Cycling Club.] Hyde Park Center has a large hotel, and several others are contemplated. Rosalie Music Hall, Fifty-seventh street and Rosalie court, is the place where all the public entertainments and meetings are held. It has a seating capacity of 700. So closely connected and blended with the Center are Madison Park, or Fiftieth street, and South Park, or Fifty-seventh street, that a separate consideration of them would be difficult, as they are identified with the Center in all essential interests. South Park Station was formerly called Woodpile, when Charles A. Norton settled in its vicinity, in 1863. It was so named because of the pile of wood which stood there as fuel for the locomotives. Mr. Norton had the name changed to Woodville, and afterwards, when the bill creating the South Park system was passed, in 1869, it was again changed to South Park. A $3,000 depot now marks the spot where the woodpile formerly stood.

Irving Park.—Situated on the Wisconsin division of the Chicago & North-Western railway, 6½ miles from the city. The village was platted and laid out when Chicago was young, and only such sites as possessed great natural beauty and advantages were chosen for suburban residences. Irving Park has a population of about 3,000 people. The original founders were all American-born people, and nearly all the population at the present time is of that nationality. They have one of the finest graded public schools in Cook county, and the Jefferson high school is only ten blocks from this at Montrose. It is natural that such a homogeneous collection of people should develop the social life, and many are the pleasures which draw the Irving Parkite from his cozy fireside to the glowing grate of his neighbor. Besides these parlor associations, this place is the home of many flourishing secret societies. The Irving Park Hall Association was formed in 1890 with a capital stock of $15,000, and has erected a building which contains an auditorium that accommodates 600 people, a lodge room, a library, etc. There are some beautiful residences in the suburb.

Itaska.—Situated on the Chicago, Milwaukee & St. Paul railway, 21 miles from the City Hall.

Jefferson Park.—Situated on the Wisconsin division of the Chicago & North-Western railway, 9 miles from the City Hall. A very attractive suburb.

Joliet.—Situated on the main line of the Chicago, Alton & St. Louis, and the Chicago, Rock Island & Pacific railroads, 39 miles southwest of the city. It is also reached by the Atchison, Topeka & Sante Fe, the Michigan Central, the Elgin, Joliet & Eastern, the Chicago, Milwaukee & St. Paul, and the Chicago, Burlington & Quincy railroads, all of which contribute largely to the traffic of the city. The place has grown in population from 11,000 in 1880 to 27,407 in 1890. This does not include the prosperous suburbs, which are in reality a part of the city, which would swell the population to at least 35,000. The completion of the belt line, known as the Elgin, Joliet & Eastern railroad—extending from Waukegan, Ill., on the north lake shore to the Baltimore &

Ohio railroad on the south lake shore—gives to Joliet very superior advantages as regards connections and freight rates. Of the 130,000 miles of railroad in the country Joliet is directly connected with 110,000 miles. This city also has the Illinois and Michigan canal, which, it is presumed, will be enlarged to a ship canal at an early date, connecting the Mississippi with the lakes. The freight tonnage from Joliet is enormous. [See Illinois Steel Company.] Lying in close proximity to the city of Joliet are the stone quarries, covering on the surface over 1,000 acres of ground and extending to an average depth of twenty-six feet. [See Great Industries.] The wire industry has assumed gigantic proportions, nine firms being engaged in it. Wire is manufactured from home-made rods, and the best quality of fence and other wire produced, the capital invested being $750,000; the annual product, 33,500 tons, worth $2,500,000. Several hundred men are employed in this department, and $600,000 paid annually to them. As good an evidence of the enterprise and progressive tendency of the city of Joliet as any, is the character of the public buildings that have been erected in the last ten years, prominent among which are the Young Men's Christian Association building, which cost $40,000, and includes a grand gymnasium and library hall — the building presents an exceptionally imposing appearance for one of its character; the Richards Street Methodist church, which cost $30,000, and the Christ Episcopal church, which cost $35,000, and the grand Masonic temple, whose corner-stone was laid June 12, 1890. At Joliet is located the Northern Illinois penitentiary [See State Institutions.]

Kenosha, Wis.—Situated on the Milwaukee division of the Chicago & North-Western railway, 51½ miles from the City Hall. A celebrated summer resort. There are medical springs, fine hotels, handsome private houses, beautiful grounds and, in the season, thousands of pleasure and health-seekers to be found here. Population, 1890, 6,529

Kensington (One Hundred and Sixteenth st.).—Situated on the Illinois Central railroad, 15 miles from the City Hall. A prosperous town, with large railroad interests.

Kenwood.—Situated on the Illinois Central railway, between Forty-third and Fifty-seventh sts., within the city limits and having no well-defined boundaries. The "Kenwood" station is at the foot of Forty-seventh st. The name is merely local, and the district is in reality a part of Hyde Park. It has no separate government, nor is it distinguished even as a postoffice, but in this respect is simply recognized as a section of the city, like its immediate neighbors, "Douglas," "Oakland" and "Madison Park." As distinctive suburbs or villages these places have long since lost their individuality. Yet Kenwood is an important district in the estimation of the people and one of the most fashionable in the city. The man to see the future of that long strip of sand along the shore of Lake Michigan, extending from Thirty-ninth st. to the Indiana State line, was Paul Cornell. In 1852 Mr. Cornell bought 300 acres of land on the lake shore. He conveyed sixty acres to the Illinois Central railroad upon the company's agreement to run three trains daily to the station at Fifty-sixth st. The trains were started June 1, 1856. In 1858 the station was moved to Fifty-third st. There were then only seven families at the Center—those of Judge J. A. Jameson, Warren S. Bogue, Chauncey Stickney, Paul Cornell, Dr. A. B. Newkirk, Charles Spring, Sr.; Charles Spring, Jr., and Dr. Jonathan A. Kennicott. In 1859 Dr. Kennicott moved to Madison ave. and Forty-eighth st. and called his place Kenwood, after

Kenwood, near Edinburgh, Scotland, where his mother was born. Kenwood Club is the social Mecca of Kenwood. Although there is a deal of entertaining at private houses, all the families belong to the club, and its weekly entertainments are always counted on and allowed for on the social calendar. There are at present 350 members of this club. [See Kenwood Club.] Kenwood Institute is located here. [See Kenwood Institute.] Kenwood is bounded on the west by that magnificent avenue known as "Drexel boulevard," and is contiguous to Washington Park. It is a beautiful section of the city and worthy of a visit. The proper way to view it is by private conveyance. It can be reached by the Cottage Grove ave. cable line. The private residences of Kenwood are among the finest in the city. Among the most noticeable mansions are those of Charles Counselman, Greenwood ave. and Fifty-first st.; W. E. Hale, Drexel blvd. and Forty-sixth st.; Martin A. Ryerson, Drexel blvd. and Forty-ninth st.; William H. Burnet, Kimbark ave. and Forty-seventh st., and Dr. Almon Brooks, 5653 Lake ave.

Lacton.—Situated on the Chicago, Burlington & Quincy railroad, 23 miles from the City Hall.

LaFox.—Situated on the Galena division of the Chicago & North-Western railway, 40 miles from the City Hall. A hunters' rendezvous.

LaGrange.—Situated on the Chicago, Burlington & Quincy railroad, 15 miles from the City Hall. The largest suburban town on the line between Chicago and Aurora. It has about 3,000 population. In 1862, when the railroad was completed, the place was known as West Lyons. A depot was put there by the company, and the suburb dates its existence from that time. There are two stations in the village now, one at Stone and the other at Fifth avenue. Up to the time of the great fire there were but three houses in West Lyons. Soon after the fire it began to grow, and despite discouraging circumstances has maintained a steady and healthy growth ever since. It was about this time that the name was changed. Unlike most suburban towns, LaGrange has a large commercial interest. There are a number of fine business blocks and well stocked stores of all kinds. So sharp is competition in all lines of business that the people of LaGrange are enabled to buy goods at Chicago's prices. This, together with the fact that there is a large farming community to supply, makes business in LaGrange lively and flourishing. Added to all this LaGrange is, as its inhabitants love to call it, a "garden spot." It is, as it were, an oasis in the prairie. Its trees are its great attraction and beauty. Double rows of shade trees line either side of the street, almost hiding the houses from view. Evergreen hedges and artistic shrubbery abound, lending beauty and effect. In ten years LaGrange will be far famed for the wealth of its stately elms and graceful maples. The architectural designs of the houses are pleasing and varied. Many of the houses give evidence of wealth, but the majority bespeak for their owners comfortable circumstances.

La Vergne.—Situated on the Chicago, Burlington & Quincy railroad, 10½ miles from the City Hall. A small suburb.

Lake.—Situated on the Michigan Central railroad, 35 miles from the City Hall.

Lake Bluff.—Situated on the Milwaukee division of the Chicago & North-Western railway, 30¼ miles from the City Hall. This place is conducted after the manner of Chautauqua. During the summer there are

frequent gatherings of religious, temperance and literary people on the beautiful heights which overlook Lake Michigan. There are splendid hotel accommodations here.

Lake Forest.—Situated on the Milwaukee division of the Chicago & North-Western railroad, 28½ miles from the City Hall, on the north shore of Lake Michigan. The early history of the ground which it covers is full of Indian romance, and associated with events of great importance in connection with the settlement of the West. The forces of General Scott marched along this territory and pitched their tents beneath the leafy expanse of the forest during the Black Hawk War of 1831. It was at that time that the famous old warrior had his soldiers remove the underbrush and blaze the trees, thus constructing the first roadway from Chicago to Green Bay. It was then tortuous and uncertain in its course. It still remains the highway to the west of the railroad, and is called the Green Bay or old Waukegan road. Of the later history of Lake Forest few of its inhabitants, it is safe to say, have an adequate knowledge. Like Evanston, the town owes its beginning to the establishment of a university. Unlike Evanston, the university once established did not become the life of the town, nor has it in any way been responsible for its growth. [See Lake Forest University.] Of Lake Forest much might be said. Its natural beauties are such as can be appreciated only when seen. Imagine yourself on a bluff which rises abruptly from the water's edge to a height of 100 or more feet. To the east is the broad expanse of blue water. North and south, as far as the eye can reach, is nothing to obstruct the view. Turning around and looking westward the scene changes. Along the bluff and close to its precipitous descent are magnificent dwellings, surrounded by spacious lawns, adorned with luxuriant flower beds. A few steps to the westward and the lake is hidden from view. You are in the midst of as beautiful a forest of trees as you have ever seen. At one time it must have been well-nigh impenetrable. Only a sufficient number of trees have been removed to allow of building and beautifying.

Lakeside.—Situated on the Milwaukee division of the Chicago & North-Western railroad, 17½ miles from the City Hall. A new and pretty suburb.

Lake Villa.—Situated on the Chicago & Northern Pacific railroad, 51½ miles from the City Hall. Here is located a magnificent summer resort hotel, erected by Mr. E. J. Lehman, of this city. It is the point at which many of the Fox Lake pleasure-seekers stop, or leave the road for the beautiful lakes in this vicinity.

Lemont.—Situated on the Chicago, Alton & St. Louis railroad, 25½ miles from the City Hall. Immense building stone quarries are operated here. [See Great Industries.]

Libertyville.—Situated on the Chicago, Milwaukee & St. Paul railway, 32 miles from the City Hall.

Linden Park.—Situated on the Galena division of the Chicago & North-Western railway, about 6½ miles from the City Hall. A small suburb within the limits.

Lisle.—Situated on the Chicago, Burlington & Quincy railroad, 26 miles from the City Hall.

Lockport.—Situated on the Chicago, Alton & St. Louis, and Chicago, Santa Fe & California railways, 37 miles from the city. This is the point at which the new drainage canal works will end, so far as the management of the sanitary district of Chicago is concerned. [See Drainage and Ship

GERMANIA MÆNNERCHOR CLUB HOUSE.

Lombard.—Situated on the Galena division of the Chicago & North Western railway, 20 miles from the City Hall.

Madison Park (Fiftieth Street).—Situated on the Illinois Central rail road, 6.13 miles from the City Hall.

Manhattan.—Situated on the Wabash, St. Louis & Pacific railway, 40 miles from the City Hall.

Maple Park.—Situated on the Galena division of the Chicago & North-Western railway, 50½ miles from the City Hall.

Maplewood.—Situated on the Wisconsin division of the Chicago & North-Western railway, 4½ miles from the City Hall.

Marley.—Situated on the Wabash, St. Louis & Pacific railway, 30 miles from the City Hall.

Matteson.—Situated on the Illinois Central railroad, 28½ miles from the City Hall.

Maynard.—Situated on the Chicago, St. Louis & Pittsburgh railroad, near Joliet crossing, 32 miles from the City Hall.

Maywood.—Situated on the Galena division of the Chicago & North-Western railway, 10 miles from the City Hall. Maywood is the chief village of the township of Proviso, and is quite a manufacturing town. The Desplaines river flows along its entire eastern boundary, and the town site is twenty-five feet above the level of the river and seventy feet above the level of the lake. Its history goes back twenty years, when the site of the town was a trackless prairie and was known as the Niles farm. The Desplaines river adds greatly to the natural beauty of the place. Its course at this point is winding. Its banks on either side are undulating and well wooded. The stream is deep enough at all seasons of the year to admit of boating. The town itself gives one the impression of a miniature forest in the center of a broad expanse of prairie. The trees planted over twenty years ago have matured and now lend their shade and attractiveness to the streets and lawns. The educational, social and religious advantages of the place have made Maywood a very popular suburb.

McCaffrey.—Situated on the Chicago & Grand Trunk railway, 11 miles from the City Hall.

Melrose.—Situated just west of Maywood on the Galena division of the Chicago & North-Western railway, about ten and a quarter miles from the City Hall.

Millers.—Situated on the Lake Shore & Michigan Southern railway, 30 miles from the City Hall.

Mokena.—Situated on the Chicago, Rock Island & Pacific railway, 30 miles from the City Hall.

Monee.—Situated on the Illinois Central railroad, 34¼ miles from the City Hall.

Mont Clare.—Situated on the Chicago, Milwaukee & St. Paul railway, 10 miles from the City Hall.

Montrose.—Situated at the crossing of two double track main line railways, at the junction of the Evanston cut-off and the Chicago & North-Western and West Chicago Belt line, 7½ miles from the City Hall. The town was founded in the fall of 1870, just one year before the great Chicago

fire, the railway companies being interested in its early formation. Montrose is delightfully located. It is the exact geographical center of the town of Jefferson, Mayfair postoffice being the central distributing point for the surrounding settlements. It is fifty feet above the lake and thirty feet above the north branch of the Chicago river, which affords splendid drainage, and like many others of the older suburbs it is fast ripening into a most beautiful place by the growth of the trees which were set out by its founders.

Moreland.—Situated on the Galena division of the Chicago and North-Western railway, about 6 miles from the City Hall. A pleasant little hamlet within the limits.

Morgan Park.—Situated on the Chicago, Rock Island & Pacific railway, 13 miles south of the City Hall. Thomas Morgan, from whom the suburb gets its name, bought his homestead in 1844. In those days the place was known as North Blue Island. For fourteen years, however, the progress of the place was slow. Wolves and other wild animals continued to prey upon the thrifty farmers, and little was done except to lay out a railroad, build a small school-house and lay out streets. The company, however, was in nowise discouraged, and in 1877 hit upon a scheme that was instrumental in making the town what it is. In that year they offered the Baptist Theological Union five acres of ground upon consideration that they locate the Theological Seminary there permanently. The offer was accepted and the Seminary has done a vast amount of good for the town. [See Morgan Park Theological Seminary.] The educational facilities form the chief attraction of the place. In 1873 Colonel S. S. Norton established the Mount Vernon Military Academy, which has of late become a famous institute. It has recently been re-organized and chartered under the name of the Illinois Military Academy. [See Illinois Military Academy.] Two years later, in 1875, Mrs. Mary Fields, induced by flattering offers from the land company, came to Morgan Park and started a Female Seminary. [See Morgan Park Female Seminary.] To G. C. Walker is the town indebted for a public library. The water supply of the town comes from two artesian wells, located on the ridge and operated by steam pumps. The elevation of the town offers perfect sewage facilities, and during the last five years the streets have been supplied with sewer pipes, which drain into the Calumet river. The population of the town has grown rapidly in the past few years, and now numbers about 2,500 people. The prettiest portion of the town lies on the ridge at an elevation of 100 feet above the lake. From the observatory on the brow of the ridge the view in all directions is a grand one. From it to the south and east one can plainly see Blue Island, Riverdale, Gano and the Calumet river with its thickly wooded banks. To the east in full view lies Kensington, Roseland and wonderful Pullman, beyond which the glassy waters of Lake Calumet are plainly visible. Turn to the north and east and there you see Fernwood, Washington Heights, South Chicago and Englewood. When the sky is clear the business portion of the city itself can be plainly seen. To the west you behold those beautiful resting places of the "silent host"—Mounts Greenwood, Olivet and Hope.

Morton Park.—Situated on the Chicago, Burlington & Quincy railroad, 6½ miles from the City Hall. Its history dates back to 1888, and the town owes its origin to a syndicate which purchased the land, and has spared no expense in making it a delightful place. Prominent among the syndicate were P. B. Weare, John Cudahy, James E. Booge, John H. Hurlbut, O. F.

Wolf and C. C. Rubins. It is twenty-three feet above the level of the lake, and trees of all kinds have been planted which will in time give ample shade to the streets. The town took its name from ex-Governor Morton, of Nebraska. For so young a suburb Morton Park is provided with more than the usual amount of improvements. All the streets are macadamized and connected with the city gas system. Its elevation is such as to make the drainage problem an easy one. Its contiguity to the business portion of the city and the excellent suburban service of the Chicago, Burlington & Quincy road are two things that add to the popularity of the town.

Mount Forest.—Situated on the Chicago, Alton & St. Louis railroad, 16½ miles from the City Hall.

Mount Greenwood.—Situated on the Chicago & Grand Trunk railway, 16½ miles from the City Hall.

Mount Prospect.—Situated on the Wisconsin division of the Chicago and North-Western railway, 20 miles from the City Hall.

Naperville.—Situated on the Chicago, Burlington & Quincy railway, 30 miles from the City Hall. This was the nearest settlement to Chicago in 1830. Mr. Stephen Scott, afterward a banker of the place, settled there in that year. During the following two years a number of families arrived by way of the lakes, passing through Chicago. Among them was a Mr Naper, for whom the town was named. At that time a number of the immigrants viewed the site of Chicago with disfavor, and really believed that Naperville would grow to be the more important place of the two. Mr. H. W. Knickerbocker settled in the village in 1833. The place did not grow as was expected, but it has been for many years the center of a settlement of sturdy yeomen, and among its citizens are many of the pioneers of Illinois. It is now a beautiful suburb of Chicago; has a number of handsome mansions, charming grounds and other attractions.

New Lenox.—Situated on the Chicago, Rock Island & Pacific railway, 34 miles from the City Hall.

Normal Park.—Situated on the Chicago & Erie railway, 7 miles from the City Hall. Here is located the Cook County Normal School for the education of school teachers.

North Evanston.—Situated on the Milwaukee division of the Chicago & North-Western railway, 13 miles from the City Hall. A part of the suburb of Evanston.

Norwood.—Situated on the Wisconsin division of the Chicago & North-Western railway, 10½ miles from the City Hall.

Oak Glen.—Situated on the Chicago, Milwaukee & St. Paul railway, 17 miles from the City Hall.

Oakland (Thirty-ninth st.).—Situated on the Illinois Central railway, 4.59 miles from the City Hall.

Oak Lawn.—Situated on the Wabash, St. Louis & Pacific railway, 14 miles from the City Hall.

Oak Park.—Situated on the Galena division of the Chicago & North-Western railway, 8½ miles from the City Hall. One of the most beautiful suburbs lying to the west. There are many elegant houses and handsome churches here. The avenues of the village are shaded by trees and the lawns present a delightful appearance in the summer.

Oak Woods.—Situated on the Illinois Central railroad, 9¼ miles from the City Hall. [See Oak Woods Cemetery.]

Orchard Place.—Situated on the Chicago & Northern Pacific railroad, 20½ miles from the City Hall.

Orland.—Situated on the Wabash, St. Louis & Pacific railway, 23 miles from the City Hall.

Palatine.—Situated on the Wisconsin division of the Chicago & North-Western railway, 27 miles from the City Hall. An old and handsome suburb.

Park Ridge.—Situated on the Wisconsin division of the Chicago & North-Western railway, 13½ miles from the City Hall.

Park Side (Seventieth st.).—Situated on the Illinois Central railroad, 8½ miles from the City Hall.

Pine.—Situated on the Lake Shore & Michigan Southern railway, 22½ miles from the City Hall.

Prairie View.—Situated on the Chicago & Northern Pacific railroad, 34½ miles from the City Hall.

Prospect Park.—Situated on the Galena division of the Chicago & North-Western railway, 22½ miles from the City Hall.

Pullman (One Hundred and Eleventh st.).—Situated on the Illinois Central railroad, 13¾ miles from the City Hall. [See Pullman, under heading "Great Industries."]

Racine, Wis.—Situated on the Milwaukee division of the Chicago & North-Western railway, 68 miles from the City Hall. A large and prosperous town. Manufactures of various kinds are carried on here. The town is beautifully located on the north shore of Lake Michigan. Population, 1890, 21,022.

Ravenswood.—Situated on the Milwaukee division of the Chicago & North-Western railway, 5 miles from the City Hall. Its contiguity to the city makes it a very desirable residence suburb for Chicago people whose business demands their close attention. The town had its origin in the formation of a syndicate organized in 1868; L. A. Willard, Martin Van Allen, Judge G. M. Wilson, D. A. Jones, S. Hodges, C. P. Leland, C. T. Brown, A. F. Seerberger and M. Ladel being its principal promoters. The town was named after a village in New Jersey. Ravenswood has nothing in its history to particularly distinguish it from other suburban towns. Until 1886 it gave no promise of becoming so populous and popular a suburb. But few houses were built by the syndicate. Mr. Leland was at that time auditor of the Michigan Southern and Northern Indiana roads, and through him scores of lots were sold to the employes of the road. Many of them had hardly settled there when they were compelled to move. The road consolidated with the Lake Shore and the general offices were moved to Cleveland, Ohio. This depopulated the town and it became a veritable "deserted village." Following closely came the panic of 1873, leaving it deader than ever. It remained so until the country intervening filled up and the city expanded. Annexation did wonders for Ravenswood. Since that eventful time the town has been given most all the modern improvements. Every street has been macadamized and presents a broad, pleasant and shady thoroughfare. The town has been connected with the Lake View gas system. The Lake View High School is located at the southeast corner of the town. It is one of the completest

schools in outfit and thoroughness of training in the country. Besides this there are two excellent graded schools. Four denominations have found homes in Ravenswood and have built fine houses of worship. In 1882 the citizens formed a public library association and built a two-story, plain stone, library building. It now contains a well-selected library, which is open to the public every evening. There is a hall in the building that is used for public entertainments.

Ravinia.—Situated on the Milwaukee division of the Chicago & North-Western railroad, 21½ miles from the City Hall.

Redesdale.—Situated on the Chicago & Grand Trunk railway, 40 miles from the City Hall.

Rhodes.—Situated on the Chicago & Northern Pacific railroad, 13½ miles from the City Hall.

Richton.—Situated on the Illinois Central railroad, 29½ miles from the City Hall.

Ridgeland.—Situated on the Galena division of the Chicago & North-Western railway, about 8 miles from the City Hall. This is a charming suburb and one that is growing rapidly.

Riverdale.—Situated on the Chicago, St. Louis & Pittsburg railroad, 20 miles from the City Hall.

River Forest.—Situated on the Galena division of the Chicago & North-western and the Wisconsin Central railways, beside the Desplaines river, 9 miles west of the City Hall; founded about 1855. In 1860 the first school-house was erected and Miss Frances Willard was made teacher. Through her instrumentality a Sunday-school was established, which resulted in the organization of a church society and the building of a Methodist church. In 1889, the town attracted the attention of home-seekers and since then it has grown rapidly. Population, 1890, about, 1,000. The location is a beautiful and healthful one, eighty feet above the lake. It is literally a town built in a forest. Not only are the streets made inviting by the double rows of elms and oaks, but the houses are almost, without exception, hidden from view by forest trees, some of them four feet in diameter. A complete system of sewerage has been put in and all the streets are paved with Lombard gravel. Most of the streets are eighty feet wide, but River Forest has seven avenues running east and west that are 100 feet wide, for the distance of one mile. The building lines are strictly adhered to and not a house but is set back eighty feet from the road.

River Park.—Situated on the Chicago & Northern Pacific railroad, 15½ miles from the City Hall.

Riverside.—Situated on the Chicago, Burlington & Quincy railroad, and beside the Desplaines river, 12½ miles from the City Hall. This is one of the most charming of Chicago's suburbs. It was laid out on the "Improvement Plan" just before the financial panic of 1873; Mr. David Gage, at the time treasurer of the city of Chicago, and a number of prominent capitalists being interested in the enterprise. Avenues, sewered and paved with asphaltum, wound in semi-circles and serpentine curves through the virgin forest. Gas and water works were provided. A number of handsome mansions were erected, and it was part of the general plan that no residences costing less than $25,000 should be built in the suburb. The panic came, however, before the investment began to make returns; Mr. Gage was discovered to be short

in his accounts with the city, and stock in the Riverside Company became a drug in the market. About the same time, rumors to the effect that Riverside was troubled with malaria were current, and many of those, who had taken up their residence there, deserted their homes and moved back to the city. The grand hotel was allowed to remain unoccupied, as were the handsome residences, for years. Decay set in. The gas works were dismantled, and, until 1880, property at Riverside could be bought for a song. About that time, however, a new movement in the direction of the beautiful suburb set in, and since then the place has more than recovered from its set-back. Many prominent and wealthy citizens of Chicago now reside there. The location is picturesque and has proved to be perfectly healthful.

Rockefeller.—Situated on the Chicago & Northern Pacific railroad, 40½ miles from the City Hall.

Romeo.—Situated on the Chicago, Santa Fe & California railway, 41½ miles from the City Hall.

Sag Bridge.—Situated on the Chicago, Alton & St. Louis railroad, 21½ miles from the City Hall. The scene of one of the most dreadful railroad accidents that ever occurred in this State.

Sherman.—Situated on the Chicago & Grand Trunk railway, 13½ miles from the City Hall.

Silver Lake.—Situated on the Chicago & Northern Pacific railroad, 61½ miles from the City Hall. A summer pleasure resort.

South Chicago.—Situated on the Illinois Central, Chicago, Rock Island & Pacific and Baltimore & Ohio railroads, twelve miles from the City Hall, within the limits. A great manufacturing center. A part of the Illinois Steel Company's works are located here. There are immense manufactories, docks, etc., in the vicinity. [See Great Industries.]

South Englewood.—Situated on the Rock Island and the Eastern Illinois railroads, between Eighty-third and Ninety-second sts., north and south, and Stewart ave. and Robey st., east and west. The location of the town has had much to do with its rapid growth. It is practically a part of the city proper, its center being the junction of Ashland ave. and Halsted st. Immense improvements have been made during recent years. It is well paved, sewered and lighted, and has many elegant homes and business houses, schools and churches.

South Evanston.—Situated on the Milwaukee division of the Chicago & North-Western railway and on the Evanston division of the Chicago, Milwaukee & St. Paul railway, eleven miles from the City Hall, on the north shore of Lake Michigan. There are two stations, "Calvary," the station for the principal Roman Catholic Cemetery of the city, and South Evanston proper. One of the prettiest of the suburbs. It is distinct in government and character from Evanston, although the two villages meet and mingle with each other, the line between them being simply the width of a street. Unlike Evanston, South Evanston has no "institutions," the only public building in the place being the Old Soldiers' Home, now used as a girls' industrial school. [See Training School for Boys and Girls.] It is purely a village of homes. South Evanston has a mile frontage on the lake, just where the shore makes a graceful bend toward the town. Situated thus it affords an unobstructed view from any point. The topography of the country is such as to afford an excellent town site. Commencing at the lake shore the land

rises gradually and gracefully till it reaches an elevation of twenty-five feet at Chicago ave. From Chicago ave. to Ridge ave. is another rise of twenty-five feet. Had the land been made to order it could not have been better suited for a complete and effective drainage system. In 1888 the population of South Evanston was in the neighborhood of 1,500. In 1891 it was nearly 4,000. The late Gen. Julius White was the founder of South Evanston. After the great Chicago fire the firm of Warren Keeney & Co. made extensive improvements in the town, erecting a large number of very fine residences for which, at the time, there was no market. This firm borrowed money at a high rate of interest to maintain its investments, but was finally compelled to surrender everything. The costly residences remained tenantless for a number of years and many of them went to ruin. By the time South Evanston took on its new growth they were too old-fashioned to meet the requirements of the new residents, and they have fallen into the background or disappeared to make room for the more modern dwellings of the place. The failure of the Warren Keeney investment was a terrible blow to the village, and it did not recover from it for several years. It has been growing, at times, slowly, but always steadily and substantially since 1880, and it now ranks among the most popular suburbs on the North-Western system. The village has a splendid water and sewer system; its streets are well paved, and public improvements are constantly under way. The water and electric light plants are owned by the village government, which is vested in a board of trustees. There are four handsome churches here—Methodist, Episcopalian, Presbyterian and German Catholic—and two large public school buildings. Sheridan Road runs through the entire length of the town, and ample provision has been made for a beautiful park on the lake shore. Nearly all the streets are eighty feet wide and the alleys twenty. The lots are fifty feet front by from 175 to 200 feet deep. The residences are not elegant, but nearly all are neat and comfortable. There has been a movement lately in the direction of changing the name of the village. "Oakdon" has been suggested, but if one would take the trouble to look through the list of suburbs in this volume and see how often "Oak" has been made to do service, and frequently without the slightest provocation, the absurdity of the name will become apparent. As a matter of fact the close association of the village, both in name and situation, with Evanston, has given it the position it holds at present as a popular suburb.

South Lawn.—Situated on the Illinois Central and Chicago & Grand Trunk railways, 23½ miles from the City Hall.

South Lynne.—Situated on the Chicago, St. Louis & Pittsburg railroad, 11 miles from the City Hall.

Spring Bluff.—Situated on the Milwaukee division of the Chicago & North-Western railway, 45 miles from the City Hall.

Stone Wood.—Situated on the Illinois Central railroad, 24 miles from the City Hall.

Stough.—Situated on the Chicago, Burlington & Quincy railroad, 19½ miles from the City Hall.

Summerdale.—Situated on the Milwaukee division of the Chicago & North-Western railway, about 6½ miles from the City Hall. There is a cotton factory here which employs a large number of girls.

Summit.—Situated on the Chicago, Alton & St. Louis railroad, 12 miles

from the City Hall, on the Desplaines river. This is where the celebrated "Long" John Wentworth farm is located. It was formerly quite a fishing resort.

Sycamore.—Situated on the Galena division of the Chicago & North-Western railway, 60 miles from the City Hall.

Thatcher's Park.—Situated on the Chicago & Northern Pacific railroad, 12½ miles from the City Hall. A picnic resort.

Thornton.—Situated on the Chicago & Eastern Illinois railroad, 22½ miles from the City Hall.

Tolleston.—Situated on the Baltimore & Ohio, Lake Shore & Michigan Southern, Michigan Central, and Pittsburg & Fort Wayne railroads, 25 miles south of the City Hall. This is destined to become one of the greatest of Chicago's outlying industrial towns. It is the proposed site of the new stock yards projected by Armour, Swift, Morris & Co. [See New Stock Yards.]

Tracy.—Situated on the Chicago, Rock Island & Pacific railway, 13 miles from the City Hall. A manufacturing suburb.

Tremont.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 9½ miles from the City Hall.

Trevor.—Situated on the Chicago & Northern Pacific railroad, 59 miles from the City Hall.

Turner.—Situated on the Galena division of the Chicago & North-Western railway, 30 miles from the City Hall. A large country town, well built and handsomely laid out. Many Chicago people reside here.

Upwood.—Situated on the Chicago, St. Louis & Pittsburgh railroad, 15 miles from the City Hall.

Warrenton.—Situated on the Chicago, Milwaukee & St. Paul railway, 37 miles from the City Hall.

Washington Heights.—Situated on the Chicago, St. Louis & Pittsburg railroad ("The Panhandle"), 16 miles from the City Hall. Washington Heights has been recently annexed to Chicago. This suburb is situated just north and a little east of Morgan Park, so close that the skirts of the two villages meet. Though its history as an incorporated town dates back but a few years, the settlement is one of the oldest in Cook county. The admirable shipping facilities have begun to attract manufacturing interests to Washington Heights. About one year ago the Chicago Bridge and Iron Company, a consolidation of the Kansas City and Rochester (Minn.) companies, located there. The town is not lacking in churches and social features. The social element is dominated by the Tracy club, which has an elegant building. The finest residence in the town is that of R. C. Givens, Esq., on Tracy avenue. It is built after the order of an old feudal castle. There are many other elegant residences in the town, however. A visit to Washington Heights will repay the stranger.

Waukegan.—Situated on the Milwaukee division of the Chicago & North-Western railway, 35½ miles from the City Hall. This is a large town. Many professional and business people of Chicago reside here. There are some beautiful grounds and private residences in Waukegan and vicinity.

Waukesha.—Situated on the Galena division of the Chicago & North-Western railway, 104½ miles from the City Hall. One of the most celebrated

FROM THE BOARD OF TRADE TOWER

pleasure and health resorts in the United States. Can also be reached by Wisconsin Central and Chicago, Milwaukee & St. Paul railroads. Population, 1890, 7.475.

Wayne.—Situated on the Galena division of the Chicago & North-Western railway, 35 miles from the City Hall.

Wentworth.—Situated on the Chicago, Santa Fe & California railway, 16½ miles from the City Hall.

West Ridge.—A surburban village near Evanston recently organized. It has come into prominence by reason of the attempt made there to open places for the sale of liquor, it being within the prescribed four mile limit of the Northwestern University.

West Roseland.—Situated on the Chicago & Eastern Illinois railroad, about 12 miles from the City Hall.

Western Springs.—Situated on the Chicago, Burlington & Quincy railroad, 17 miles from the City Hall.

Wheaton.—Situated on the Galena division of the Chicago & North-Western railroad, about 25 miles from the City Hall. A thriving town.

Wheeling.—Situated on the Chicago & Northern Pacific railroad, 29½ miles from the City Hall.

Whitings.—Situated on the Lake Shore & Michigan Southern railway, 16½ miles from the City Hall. A manufacturing suburb.

Wild Wood (One Hundred and Twenty-eighth street).—Situated on the Illinois Central railroad, 16½ miles from the City Hall.

Willow Springs.—Situated on the Chicago, Santa Fe & California and Chicago, Alton & St. Louis railroads, 17½ miles from the City Hall.

Wilmette.—Situated on the Milwaukee division of the Chicago & North-Western railway, fourteen miles from the City Hall, on the north shore of Lake Michigan. The town was called after one of the earliest French settlers, a man named Ouilmette, and the manner in which the name is spelled now is entirely in deference to its English pronunciation. After having a sort of Rip Van Winkle existence for years it has suddenly become a popular suburban home. The building of the Milwaukee & St. Paul road gave the town a little start. The Sheridan road again called attention to the beauties of the location. In passing through Wilmette one gains the idea that he is in the midst of a trackless forest. All that can be seen is a house or two and an opening through the forest where the railroad tracks are laid. It is only by a visit, then, that one can see and appreciate its great natural beauty. Its elevation is from thirty to fifty feet above the lake. The whole tract is densely covered with a forest of lofty elms which forms one of the chief charms of the place. It has more lake frontage than any town south of it and the beach, instead of being sandy and sloping, is hard soil and rises abruptly to the height of several feet.

Winfield.—Situated on the Galena division of the Chicago & North-Western railway, twenty-seven miles from the City Hall.

Winnetka.—Situated on the Milwaukee division of the Chicago & North-Western railway, eighteen miles northeast of the City Hall, on the north shore of Lake Michigan. The first plat of the town was made in 1854 by Charles E. Peck and Walter Gurnee. Chicago had not grown enough at that time to make the new town of any value as a

suburban residence place. Quite a number of people, however, were attracted by the natural beauties of the place and settled there. In the Indian language the name Winnetka means "Beautiful Place." The place had not grown as rapidly as many of its neighbors up to 1888, but since then there has been great activity in property, and several handsome improvements have been made. Like Lake Forest, the site is a bluff commanding a view of the lake along the entire extent of the town. The almost unbroken forest of elm, oak, maple, hickory and other variety of trees is still there. So much in fact remains that it is uniformly impossible to see the houses till one comes abruptly upon them as they stand concealed beneath a leafy canopy. At some points the bluff rises perpendicularly to a height of ninety feet above the lake. Just back of its bald top extends the Sheridan road.

Woodlawn.—Situated on the Illinois Central railroad, eight and one-half miles from the City Hall. Woodlawn is bounded on the north by Midway plaisance, separated by Sixteenth st.; on the east by Jackson Park, separated by Stony Island ave.; on the south by Oakwood Cemetery, separated by sixty-seventh st., and on the west by Washington Driving Park, separated by Cottage Grove ave. The location of Woodlawn, nestled as it is among the grandest parks of the city and yet only thirty minutes' ride from Randolph st., without a saloon within a mile, with a perfect drainage system, excellent schools, and charming residences, makes an ideal town.

Worth.—Situated on the Wabash, St. Louis & Pacific railway, seventeen miles from the City Hall.

RAILROADS AND WHERE THEY LEAD TO.

Chicago is practically the terminal point of all the great trunk lines of railway, North, South, East and West, in the United States, the Dominion of Canada and the Republic of Mexico. Nearly all the railway systems of the continent have, either directly or by proprietary connections, sought and obtained an entrance to this city and a share in the immense traffic which centers here. Over eighty-five thousand miles of railway center in Chicago at the present time. Chicago is conceded to be the greatest railway *dépot* in the universe; more passengers arrive and depart; more merchandise is received and shipped here daily than in any other city on the globe. Illinois, of which Chicago is the metropolis, has the greatest railway mileage of any State in the Union—14,017 miles. The gross earnings of all the roads in the State during 1890 were $262,091,753.14. There were 182,680 employes, whose yearly compensation was $107,705,205.49. Five hundred and sixty-eight persons were killed; only twenty-seven of this number were passengers. Below are the great railway lines which radiate from this center:

Atchison, Topeka & Santa Fé Railroad.—The main stem and parent railroad of the Santa Fe system. As is the case in other instances, the visitor will seldom hear this great railroad, or the system of which it forms a part, spoken of by its proper title. It is too long for the average American. Hence it is familiarly, popularly and briefly known as the Santa Fe. In stock parlance, however, it is known and quoted—in tables, Wall street reports, etc.—as "The Atchison." The Santa Fe system, as it exists at present, is

one of the grandest railroad combinations on the continent. Total miles of railroad owned and controlled by the company, 6,443.24. To the above must be added railroads controlled jointly with other railroad companies, making the aggregate 7,703.74 miles.

BUSINESS OF THE SYSTEM.—The number of passenger trains run during the year ending June 30, 1890, was 103,538, an increase of 2,235 over the previous year; number of freight trains run, 180,814, an increase of 21,059; number of mixed trains, 43,509, an increase of 5,789. The mileage of passenger trains was 7,692,080; of freight trains, 12,720,031; of mixed trains, 1,872,588; total mileage of trains earning revenue, 27,204,283. The number of passengers carried during the same period was—East and North, 2,025,225; West and South, 2,210,446; total, 4,235,671. The receipts from passenger traffic were—East and North, $3,128,488.73; West and South, $3,481,595.05; total, $6,610,033.78. The tons of freight carried were—East and North, 4,256,364.8; West and South, 3,485,293.5; total, 7,741,658.3. The receipts from freight were—East and North, $10,224,443.77; West and South, $11,508,709.84; total, $21,733,153.61. The total earnings of the year were—from freight, passenger, mail, express and miscellaneous business—$31,004,357.03; total expenses, $20,920,386.26; net earnings, $10,083,970.77, an increase of $3,311,580.06 over the previous year.

CAPITAL STOCK.—The capital stock of the Atchison, Topeka & Santa Fe railroad, consolidated system, amounts to $102,000,000.

DEPOT.—All trains over the Atchison, Topeka & Santa Fe system arrive at and depart from the magnificent depot known as Dearborn Station, foot of Dearborn street, corner of Polk street and Third avenue. Here every arrangement is made for the comfort and convenience of the company's patrons. There are large and elegant waiting rooms for ladies and gentlemen; attendants are always on hand to render assistance to women and children; depot agents give all required information and see that no mistakes are made by strangers in boarding trains, etc.

EQUIPMENT, ETC.—The Atchison, Topeka & Santa Fe railroad, main line and all its branches, is equipped in an admirable manner. Its through trains are among the finest in the country. In addition to the almost complete equipment owned by the company during the year ending July 1, 1889, a large proportion of the cars and engines being entirely new, large and costly additions were made during the following year. It will serve to illustrate the modern character of the rolling stock to say that, during the year 1887, the company purchased 157 new locomotives, 198 passenger train cars and 3,108 freight train cars; in 1888, 115 locomotives, 97 passenger train cars and 5,664 freight train cars. At the close of the year ending June 30, 1890, the equipment of the system was as follows: Passenger department, 639 cars; freight department, 23,013 cars; miscellaneous (road cars, etc.), 257 cars. Total number of cars, 23,909. The total number of locomotives owned by the system is 894. The entire equipment is of the highest standard.

GENERAL OFFICES.—During 1889-90 the office of the president, which had been in Boston, was located at Chicago, on the line, and the president was relieved of the administration of the financial and accounting branches of the service, which were placed distinctively in charge of the vice-president, in Boston, under immediate direction of the chairman and board, thus permitting the attention of the president to the operations and general physical benefit of the properties. The general offices of the system in Chicago are

located in the Rialto building, adjoining the Board of Trade, and opposite the Van Buren St. depot. Here are located, besides the president and his assistant, the General Passenger Traffic Manager, Mr. W. F. White; the Assistant General Passenger and Ticket Agent, Mr. John J. Byrne; the General Freight Traffic Manager, Mr. J. A. Hanley, and his assistant, the purchasing agent and minor officers. The general operating forces of the system are located at Topeka, Kans.

Passenger Department.—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special routes or tours, he will call upon or communicate with Mr. W. F. White, General Passenger Traffic Manager, or Mr. John J. Byrne, Assistant General Passenger and Ticket Agent, Rialto Building, Chicago.

Points Reached.—The Atchison, Topeka & Santa Fe railroad system extends to all important points and places of interest to the visitor, American or foreign, in the following States and Territories: Illinois, Iowa, Missouri, Arkansas, Kansas, Nebraska, Oklahoma, Indian Territory, Texas, Colorado, New Mexico, Arizona, California, as well as points in the Republic of Mexico. Take this line at Chicago for Galesburg, Pekin, Peoria, in Illinois; for Fort Madison, in Iowa; for St. Louis, St. Joseph, Kansas City, Springfield, in Missouri, for Atchison, Topeka, Leavenworth, Wichita, Newton, Dodge City, Manhattan, Arkansas City, Florence, Pittsburg, Coffeyville, in Kansas; for Guthrie, in Indian Territory; for Purcell, in Oklahoma; for Gainesville, Fort Worth, Dallas, Paris, San Angelo, Temple, Houston, Galveston, El Paso, in Texas; for City of Mexico (by connection), Guaymas, Hermosillo, in the Republic of Mexico; for Pueblo, Denver, Colorado Springs, Trinidad, in Colorado; for Las Vegas, Santa Fe, Albuquerque, Silver City, in New Mexico; for Prescott, Grand Canon of the Colorado river, Benson, in Arizona; for San Diego, National City, Coronado Beach, San Bernardino, Los Angeles, Riverside, Colton, Passadena and San Francisco (by connection). There is probably more variety of scenery, as well as more grandeur, to be witnessed in a tour over this system, than on any the visitor can take. The wonderful mountain and valley scenery of Arizona and New Mexico is not surpassed anywhere on earth. The magnificent cactus fields, where every one of the thousands of varieties of that strange plant, from a few inches to twenty or thirty feet in height, may be seen from the car windows; the wild and rugged mountain gorges and canons, the beautiful orange groves and vineyards of southern California, the quaint half Mexican, half Spanish villages and towns —the varieties of climate, from the cold winds of the mountain ranges to the salubrious zephyrs of the valleys, all combine to make a journey over the Santa Fe a delightful one for the pleasure-seeker, an essential one for the health-seeker, and a necessary one for the tourist who is desirous of witnessing the marvelous development of the great Southwest.

Principal Officers.—The principal officers of the Atchison, Topeka & Santa Fe Railroad Company are: George C. Magoun, Chairman of the Board, Boston, Mass.; Allen Manvel, President, Chicago, Ill.; Joseph W. Reinhart, Vice-president, Boston, Mass.; A. A. Robinson, Second Vice-president, Topeka, Kan.; J. D. Springer, Assistant to the President, Chicago, Ill., Edward Wilder, Secretary, Topeka, Kan.; John P. Whitehead, Comptroller, Boston, Mass.; Edward Wilder, Treasurer, Topeka, Kan.

PRINCIPAL OFFICERS IN CHICAGO.—The principal officers of the Atchison, Topeka & Santa Fe railroad system in Chicago are: Allen Manvel, President; J. D. Springer, Assistant to the President; W. F. White, Passenger Traffic Manager; John J. Byrne, Assistant General Passenger and Ticket Agent; J. A. Hanley, Freight Traffic Manager; W. B. Biddle, Assistant Freight Traffic Manager; G. T. Nicholson, the General Passenger and Ticket Agent, is located at Topeka, Kan.

TICKET OFFICE.—The central ticket office of the Atchison, Topeka & Santa Fe railroad system is located at 212 Clark st., near the general Post Office. Here the visitor may purchase tickets to any point covered by the system or its connecting lines, secure sleeping-car berths, and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter containing general information regarding the lines covered by the system, time tables, guides, etc., may be had free on application.

Baltimore & Ohio Railroad.—The oldest of the great trunk lines of the United States. The Baltimore & Ohio Railroad Company was chartered in Maryland, February 28, 1827, and in Virginia, March 8, 1827. In 1852 the total number of miles operated by the company was 379. This great railroad has grown with the nation, has assisted very materially in its development, and has for years been recognized as one of the most important highways across the most populous section of the republic. During the War of the Rebellion it was a factor of prime consequence, and was guarded with jealousy and unremitting care by the Federal Government. In the days of peace, however, its triumphs have been greatest, for it has contributed largely toward the upbuilding of the magnificent territory which it penetrates, as well as to the property of the millions who have settled along its lines.

BUSINESS OF THE COMPANY.—The Baltimore & Ohio Railroad Company does an annual business exceeding $21,000,000. Its annual operating expenses are over $14,000,000. It carries annually over 12,000,000 tons of freight, and over 9,000,000 passengers.

DEPOT.—The trains of the Baltimore & Ohio railroad reach the heart of the city over the Illinois Central six track entrance. The depot is at present located on the Lake Front, foot of Monroe street.

EQUIPMENT.—The Baltimore & Ohio railroad is equipped in a most complete and magnificent manner, its trains being among the most elegant arriving at and departing from Chicago. It has over 26,000 cars in its freight and passenger service, and nearly 800 locomotives.

LINES OPERATED.—The Baltimore & Ohio Railroad Company operates at present, exclusive of the Pittsburg & Western railroad, control of which has been recently acquired, 1,305.2 miles east, and 645.7 miles west of the Ohio river, a total of 1,950.9 miles. Entrance to Chicago is made over a line from Chicago Junction, a distance of 271 miles.

PASSENGER DEPARTMENT.—As the visitor will have to do with the passenger department of the Baltimore & Ohio railroad exclusively, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, or the mapping out of special tours, he call upon or communicate with Mr. Charles O. Scull, General Passenger Agent, Baltimore, Md., or with L. S. Allen, Assistant General Passenger Agent, Rookery Building, Chicago.

POINTS REACHED.—The visitor will take the Baltimore & Ohio railroad for all points in northern Indiana, northern, central and southeastern Ohio,

West Virginia, southern Pennsylvania, Maryland, Delaware, New Jersey and New York. Take this line for Defiance, Sandusky, Columbus, Cleveland, Wheeling, Youngstown, Pittsburg, Johnstown, Cumberland, Washington, Annapolis, Baltimore, Wilmington, Philadelphia, Newark and New York City. Take this line for the magnificent summer resorts of Pennsylvania, West Virginia and Maryland; for the Alleghany Mountain resorts; for Deer Park, Mountain Lake Park and Oakland, the most healthful, beautiful and fashionable summering places in the United States; for Berkely Springs, for Hagerstown and for the historic battle-grounds of Pennsylvania and Virginia. The Baltimore & Ohio railroad is the scenic line of the country. Its main stem and branches penetrate the loveliest districts of the Southeast, where the traveler is constantly passing from the glories of the mountain into the delights of valley scenery of unsurpassable splendor. Information concerning the beautiful summer resorts on this system will be furnished the visitor free on application at the city ticket office.

Principal Officers.—The principal officers of the Baltimore & Ohio Railroad Company are: Charles F. Mayer, president; Orland Smith, first vice-president; Thomas M. King, second vice-president; C. K. Lord, third vice-president; J. T. Odell, general manager; Charles O. Scull, general passenger agent; all of whom are located in the general offices of the company at Baltimore. The principal officers in Chicago are: E. Dickinson, general superintendent of lines west of the Ohio river, and L. S. Allen, assistant general passenger agent, who are located in the company's Chicago general offices, Rookery building, and A. P. Bigelow, general western traffic agent, No. 212 La Salle street.

Ticket Office.—The city ticket office of the Baltimore & Ohio Railroad Company is located at 193 Clark street. Here tickets may be purchased to any point covered by the system, or on connecting lines, sleeping-car berths secured, and information obtained regarding the arrival and departure of trains, etc. Here, also, printed matter containing information regarding points of interest and importance along the lines of the road, time tables, etc., may be obtained free on application.

Train Service.—Train No. 6, afternoon vestibuled limited, leaves Chicago 2:55 p. m., daily. Pullman buffet sleeping car, Chicago to Washington and Baltimore. Pullman buffet sleeping car, Chicago to Pittsburg. Pullman buffet parlor car and day coaches, Washington and Baltimore to New York, daily. Entire train runs through from Chicago to Baltimore.

Train No. 8, morning vestibuled limited, leaves Chicago at 10:10 a. m., daily. Pullman Palace sleeping cars, Chicago to Washington, Baltimore, Philadelphia and New York. Pullman buffet parlor cars, Washington and Baltimore to New York. Entire train runs through from Chicago to Baltimore.

Train No. 46 leaves Chicago at 6:25 a. m., daily. Pullman palace sleeping cars to Pittsburg, daily, via Monroeville, and day coaches to Pittsburg, via Wheeling.

Chicago, Burlington & Quincy Railroad.—One of the greatest railway systems in the world. Its operations extend over the most fertile territory on the North American continent, and its numerous arms stretching out in all directions and forming a perfect net-work of steel, connect and provide communication between the thriving villages, prosperous towns and populous cities of eight States of the American Union. The total trackage of the

Chicago, Burlington & Quincy and controlled linesis, in round numbers, 7,000 miles. The earnings of the company during the year 1890 amounted to $35,130,585; expenses, $31,795,188, leaving net earnings of $3,335,397.

General Offices.—The general offices of the Chicago, Burlington & Quincy railroad are located in the Chicago, Burlington & Quincy general office building, Adams and Franklin streets, Chicago.

Lines Operated.—The Chicago, Burlington & Quincy railroad system embraces the following lines: Chicago, Burlington & Quincy R. R.; Burlington & Missouri River R. R. in Nebraska; Hannibal & St. Joseph R. R.; Kansas City, St. Joseph & Council Bluffs R. R.; Chicago, Burlington & Northern R. R.; St. Louis, Keokuk & Northwestern R. R.; Chicago, Burlington & Kansas City R. R.; Chicago & Iowa R. R.; Burlington & Western R. R.; Burlington & Northwestern R. R.

Passenger Department.—As the visitor will probably have to do with the passenger department of the Chicago, Burlington & Quincy railroad exclusively, it is suggested that with reference to the engagement of special trains, special cars, accommodation of large parties, the mapping out of special routes, etc., he communicate with or call upon Mr. P.S. Eustis, General Passenger and Ticket Agent, general offices, Franklin and Adams streets, Chicago.

Points Reached.—The visitor will take the Chicago, Burlington & Quincy railroad for all points in the West, Southwest and Northwest, in the States of Illinois, Wisconsin, Iowa, Missouri, Minnesota, Nebraska, Kansas, Colorado and Wyoming. Take this line for Streator, Peoria, Galesburg; for Mendota, Rockford, Galena; for Monmouth, Golden and Quincy, and all points of importance or interest in western Illinois; for Dubuque, Iowa; for Prairie Du Chien, La Crosse, and all points in western Wisconsin; for Winona, St. Paul, Minneapolis, and all points in southern Minnesota; for Cedar Rapids and all points in northeastern Iowa; for Burlington, Des Moines, Cumberland, and for all points in central Iowa; for Creston, Iowa; for Hannibal, St. Joseph, Kansas City and all points in northern Missouri; for all points in Kansas and southern Nebraska, including Omaha, Lincoln, Atchison and Leavenworth; for Denver, Colorado; for Cheyenne, Wyoming, and for Deadwood and the Black Hills country. Passengers over the "Burlington Route" are conveyed to all points in the Rocky mountains and the Pacific slope; from San Diego to San Francisco, and from San Francisco to the Puget Sound country.

Principal Officers.—The principal officers of the Chicago, Burlington & Quincy railroad are: C. E. Perkins, president, Burlington, Iowa; J. C. Peasley, first vice-president, Chicago; L. O. Goddard, assistant to first vice-president, Chicago; George B. Harris, second vice-president, Chicago; T. S. Howland, secretary, Boston; J. W. Blythe, general solicitor, Chicago; W. F. Merrill, general manager, Chicago; J D. Besler, general superintendent, Chicago; P. S. Eustis, general passenger and ticket agent, Chicago; Lucius Wakely, assistant general passenger and ticket agent, Chicago; Thomas Miller, general freight agent, Chicago.

Ticket Office.—The city ticket office of the Chicago, Burlington & Quincy railroad is located at 211 Clark street, near the general Post Office. Here the visitor may purchase tickets to any point covered by the system, or on any connecting line, secure sleeping-car berths and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter relating to points on the system, time tables, etc., may be had free on application.

TRAIN SERVICE.—The train service of the Chicago, Burlington & Quincy railroad from Chicago is complete. The equipment of all trains is perfect. The time made is fast, but the tracks and road-beds of the system are maintained in such perfect condition, that the very fastest traveling causes no discomfort to the traveler. The scenery along most of the lines is bright and pleasant. The lines traverse the finest country in America, and touch nearly all the prettiest villages and most prosperous towns of the great corn belt. Following is the train service, which, however, is subject to change:

Train No. 11, for Burlington, Council Bluffs and intermediate local points, leave Chicago 11:45 A. M., daily; coaches, between Chicago and Burlington.

"The Burlington's No. 1," solid vestibule train for Denver, leaves Chicago at 1 P. M., daily; Pullman sleepers, Chicago to Denver; reclining-chair car (seats free), Chicago to Denver; coaches, Chicago to Denver; dining car, Chicago to Mt. Pleasant; Lincoln to Robb.

Train No. 5, for Council Bluffs, Omaha, Denver, Newcastle, Deadwood, the Black Hills and Nebraska points, leave Chicago at 6:10 P. M., daily; Pullman sleepers, Chicago to Omaha and Denver; reclining-chair cars (seats free), Chicago to Council Bluffs, Omaha and Denver, dining car, Chicago to Mendota, Preston to Omaha; connects at Lincoln with train No. 41, having Pullman sleeper, Lincoln to Deadwood, S. Dak.

Train No. 3, for McCook, Omaha and Council Bluffs, leaves Chicago 10:30 P. M., daily; Pullman sleepers, Chicago to Omaha and McCook; reclining-chair car (seats free), Chicago to Omaha and McCook; coaches, Chicago to Council Bluffs.

Train No. 15, the "Eli" fast-vestibuled train, for Kansas City, St. Joseph and Atchison, leaves Chicago 5:50 P. M., daily; Pullman sleepers, Chicago to Kansas City, Chicago to St. Joseph and Atchison; reclining-chair cars (seats free), Chicago to Kansas City, St. Joseph and Atchison; coaches, Chicago to Kansas City; dining car, Chicago to Mendota, and Cameron Junction to Kansas City.

Train No. 15, for Quincy, Hannibal, Denison, Houston and Galveston (via M. K. & T. R. R.). No. 15 leaves Chicago 5:50 P. M., daily. Pullman sleepers between Chicago and Galveston, Sedalia and Taylor; reclining-chair cars (seats free) between Chicago and Quincy, Hannibal and Sedalia. Dining car between Chicago and Mendota.

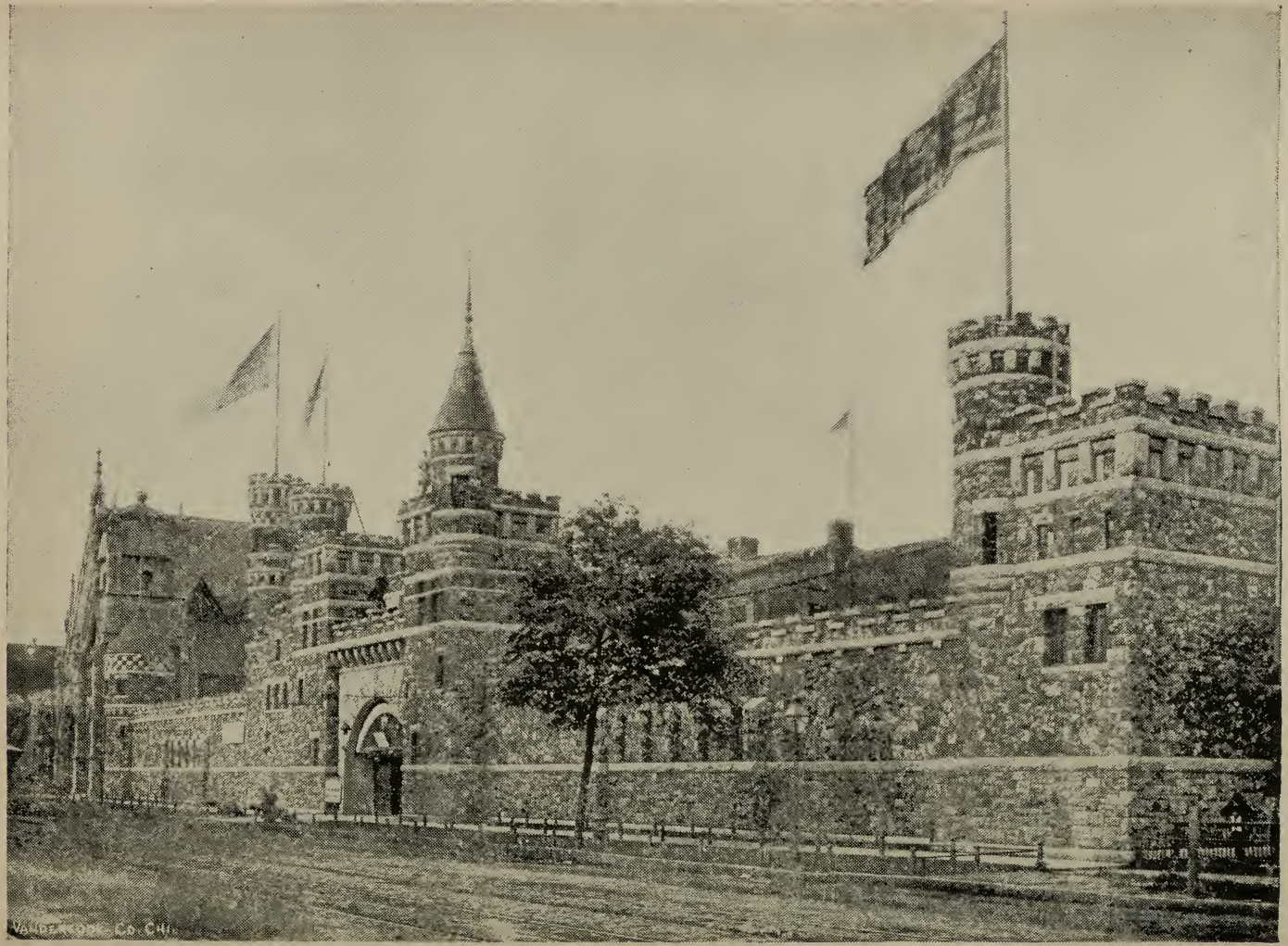
Train No. 3, for Kansas City, St. Joseph and Atchison, leaves Chicago 10:30 P. M., daily; Pullman sleepers, Chicago to Quincy; reclining-chair car (seats free), Chicago to Kansas City.

Train No. 47, solid vestibule train for St. Paul and Minneapolis, via La Crosse, leaves Chicago 5:30 P. M., daily; Pullman sleepers, Chicago to St. Paul and Minneapolis; coaches, Chicago to St. Paul and Minneapolis; dining car, serving supper from Chicago.

Train No. 49, for St. Paul and Minneapolis, via La Crosse, leaves Chicago 10:50 P. M., daily, except Saturday; Pullman buffet sleepers, Chicago to St. Paul and Minneapolis; coaches, Chicago to St. Paul and Minneapolis.

Train No. 9, for Rochelle, Rockford, Mendota and Streator, leaves Chicago 4:30 P. M., daily, except Sunday; reclining-chair car (seats free) between Chicago and Rockford; coaches between Chicago and Mendota, Chicago and Streator.

Train No. 13, Galesburg, Streator, Rochelle, Rockford and Forreston.



LIBBY PRISON MUSEUM.

No. 13 leaves Chicago 8:50 A. M., daily, except Saturday; coaches between Chicago and Galesburg, Chicago and Streator, Chicago and Rochelle and Forreston.

Train No. 3, for Keokuk, leaves Chicago 10.30 P. M., daily, except Saturday. Pullman sleeper between Chicago and Keokuk.

Chicago, Milwaukee & St. Paul Railway.—The Chicago, Milwaukee & St. Paul Railway Company, as it exists to-day, was organized in 1864. The system of railways which it operates is one of the greatest in the world. Familiarly the line is known as "the St. Paul Road," and as such the visitor will be apt to hear of it frequently during his stay in Chicago and in the West. The miles of track embraced in the system number 6,901.19, as follows: Main track, owned solely by the company, 5,647.66; main track, owned jointly with other companies, 9.17; total length of main track, 5,656.83; second and third tracks and connection tracks owned solely by the company, 73.67; second and third tracks and connection tracks, owned jointly with other companies, 2.82; total length of second and third tracks and connections, 76.49; tracks owned by other companies, but used by this company under agreements, 44.81; yard tracks, sidings and spur tracks owned solely by this company, 1,103.92; yard tracks, sidings and spur tracks owned jointly with other companies, 19.14; total length of yard tracks, sidings and spur tracks, 1,123.06; total miles of track 6,901.19. The lines of road belonging to this company are located as follows: In Illinois, 318.08 miles; in Wisconsin, 1,310.09 miles; in Iowa, 1,553.27 miles; in Minnesota, 1,120.09 miles; in North Dakota, 118.21 miles; in South Dakota, 1,096.82 miles; in Missouri, 140.27 miles. Total length of main track, 5,656.83 miles.

Business of the Company.—During the year ending June 30, 1890, the gross earnings of the Chicago, Milwaukee & St. Paul Railway Company amounted to $26,405,708.35, an increase of $983,149.13 over the previous year. The operating expenses were $17,173,097.79, an increase of $624,712.38 over the previous year. The net earnings were $9,232,610.56, an increase of $358,436.75 over the previous year. The tons of freight carried were 9,292,992, an increase of 1,523,117 over the previous year. The number of passengers was 7,505,946.

Central Ticket Office.—The central ticket office of the Chicago, Milwaukee & St. Paul railway is located at 207 and 209 Clark street, near the general Post Office. Here the visitor may purchase tickets to any point covered by this railway and its connections, secure sleeping-car berths and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the line, time tables, etc., may be had free on application.

Condition of Tracks.—The tracks of the Chicago, Milwaukee & St. Paul railway are maintained at a high standard of excellence. Of the total mileage, 4,074.77 miles are laid with heavy steel rails, and 1,582.06 with iron. The road-bed is one of the best in the West. Trains on this line make fast time with perfect safety. The road has not had a serious accident on its lines for several years.

Depot.—All trains of the Chicago, Milwaukee & St. Paul railway arrive at and depart from the magnificent Union depot, Canal and Adams streets, West Side, near the business center. Take Madison or Adams street car. Here every arrangement is made for the convenience and comfort of patrons. Large and elegantly furnished waiting rooms are provided for ladies and gentlemen. Attendants are always on hand to render any assistance necessary

to women and children. Depot agents give all required information, and see that no mistakes are made by strangers in boarding trains. The depot is one of the most complete on the continent.

EQUIPMENT, ETC.—The equipment of the Chicago, Milwaukee & St. Paul Railway Company is modern and complete. Some of the handsomest vestibuled trains in the United States are run over this line. Some idea of the equipment may be formed from the following: Number of locomotives available for service, 776; passenger cars, 349; sleeping cars, 9; parlor cars, 9; dining cars, 10; baggage, postal, mail and express cars, 247; box cars, 15,648; stock cars, 2,499; flat and coal cars, 4,101; refrigerator cars, 468; road cars, 514. In addition to the above, Pullman's Palace Car Company controls and operates, on the lines of the company, 45 sleeping cars, in which the company owns a three-fourths interest.

GENERAL OFFICES.—The general offices of the Chicago, Milwaukee & St. Paul Railway Company are located in the Rand & McNally building, south side of Adams st., between La Salle st. and Fifth ave., Chicago.

PASSENGER DEPARTMENT.—As the visitor will have to do with the passenger department of this railway exclusively, it is suggested that, with reference to arrangements for special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., he call upon or communicate with Mr. George H. Heafford, General Passenger and Ticket Agent, General Offices, Rand & McNally building, on Adams, between La Salle st. and Fifth ave., Chicago.

POINTS REACHED.—In general the visitor will take the Chicago, Milwaukee & St. Paul railway for all points in the West, Southwest and Northwest. Its lines gridiron the States of Illinois, Missouri, Wisconsin, Iowa, Minnesota, North Dakota and South Dakota, while it makes connections at Kansas City, Omaha and St. Paul with the three great trans-continental routes of the North. Take this line for Milwaukee, Waukesha, Janesville, Watertown, Madison, and all the great summer, fishing and hunting resorts of Wisconsin; for St. Paul and Minneapolis, and all points on the Northern Pacific system; for the great wheat growing belt of the Dakotas, North and South, and all the thriving and interesting towns and cities in those new States. Take this line for Rock Island, Ill., for Cedar Rapids, Des Moines, Council Bluffs, and all important points in Iowa. Take this line for Omaha and Lincoln, Neb., and all points on the Union Pacific system; take this line for Kansas City, Mo., and all points on the Kansas Pacific; for St. Joseph, Mo., and all points on the St. Joseph & Grand Island railroad; take this line for points in Arizona, New Mexico, Southern California, Colorado, Utah, Northern California, Wyoming, Montana, Idaho, Nevada, Oregon and Washington.

PRINCIPAL OFFICERS.—The principal officers of the Chicago, Milwaukee & St. Paul Railway Company are: Roswell Miller, President, Chicago; Frank S. Bond, Vice-President, New York; E. P. Ripley, Third Vice-President, Chicago; A. J. Earling, General Manager, Chicago; W. G. Collins, General Superintendent, Milwaukee; P. M. Myers, Secretary, Milwaukee; F. G. Ranney, Treasurer, Chicago; John W. Cary, General Counsel, Chicago; John T. Fish, General Solicitor, Chicago; W. N. D. Winne, General Auditor, Chicago; E. Q. Sewall, Comptroller, Chicago; George H. Heafford, General Passenger and Ticket Agent, Chicago; George S. Marsh, Assistant General Passenger and Ticket Agent, Chicago; F. A. Miller, Assistant General Passenger Agent, Chicago.

Chicago, Rock Island & Pacific Railway—The title under which one of the greatest systems of railway on the continent is operated. Opened from Chicago to Joliet in 1851. The system now penetrates the States of Illinois, Iowa, Missouri, Kansas, Indian Territory, Nebraska and Colorado, and has direct connection with lines operating in all the States and Territories, from the Mississippi river to the Pacific Ocean. It has 236 miles in Illinois, 1,066.10 in Iowa, 286.70 in Missouri, 1,126.96 in Kansas, 140.97 in Nebraska, 376.06 in Colorado, and 106.75 in Indian Territory; total 3,339.54 miles. To this should be added 179.90 miles of second track, and 564.40 miles of side track, which would equal in all 4,083.84 miles of single track.

Business of the Company.—During the year ending March 31, 1890, the earnings of the Chicago, Rock Island & Pacific railway were: From passenger transportation, $4,613,821.85; from freight transportation, $11,828,793.58; from mail transportation, $366,168.25; from express transportation, $309,300; from rents, interest, etc., $246,001.75; from car mileage, $267,846.42; from telegraph lines, $7,128.74; total gross earnings, $17,639,060.89, as against $16,573,446.64 for the previous year. The operating expenses for the same period were $11,729,647.74; taxes, $745,419.57; leaving net earnings amounting to $5,163,993.58, as against $4,487,446.16 for the previous year. The passenger business alone showed an increase of $255,320.21 over the previous year, and the number of passengers carried increased 133,527. Total number of passengers carried during the year, 4,442,167; 2,252,401 of whom traveled West and 2,189,766 East. The amount of freight transported during the year was 12,051,671,706 pounds, as against 11,157,921,216 pounds for the previous year.

Depot.—All trains over the Chicago, Rock Island & Pacific railway arrive at and depart from the company's magnificent depot located on Van Buren street, between Sherman street and Pacific avenue, directly in the rear of the Board of Trade and Rialto buildings. Take Van Buren street car. This is one of the finest railroad passenger stations in the world. Here every arrangement is made for the convenience and comfort of passengers. There are handsomely furnished waiting rooms, dressing rooms, etc., depot agents to answer questions and impart information, and attendents to see to the wants of women and children and infirm persons.

Equipment, Etc.—The equipment of the Chicago, Rock Island & Pacific railway is first-class in every respect. The express passenger trains of the line are all vestibuled and consist of elegant day coaches, reclining chair cars, the company's superb dining-room cars, buffet cars and Pullman sleepers. The tracks of the line are nearly all constructed of the heaviest steel. The road-bed is solid and kept at the highest standard of repair. Bridges, viaducts, culverts, etc., are all steel and iron. The fastest time is made over the main line with perfect safety and comfort. The equipment consists of 36 sleeping coaches, 236 passenger coaches; 74 baggage, mail and express cars, 9 railway postal cars, 11 dining cars, 5 business and paymaster's cars—all in the passenger service. In the freight service are 9,585 box cars; 1,852 live-stock cars, 2,429 platform and coal cars; 390 drivers, caboose and other cars.

General Offices.—The general offices of the Chicago, Rock Island & Pacific Railway Company are located in the Van Buren St. depot, Van Buren and Sherman sts.; entrance from Van Buren st.

Lines Operated by the Company.—The Chicago, Rock Island & Pacific Railway Company owns the following lines of railroad: Chicago, Ill., to

Council Bluffs, Iowa, 499.20 miles; Davenport, Iowa, to Atchison, Kans., 342.40 miles; Atchison Junction, Mo., to Leavenworth, Kans., 21.50 miles; Washington, Iowa, to Knoxville, Iowa, 78.10 miles; South Englewood, Ill., to South Chicago, Ill., 7.50 miles; Wilton, Iowa, to Muscatine, Iowa, 12 miles; Wilton, Iowa, to Lime Kiln, Iowa, 6 miles; Newton, Iowa, to Monroe, Iowa, 17 miles; Des Moines, Iowa, to Indianola and Winterset, Iowa, 46.90 miles; Menlo, Iowa, to Guthrie Center, Iowa, 14.50 miles; Atlantic, Iowa, to Audubon, Iowa, 25.30 miles; Atlantic, Iowa, to Griswold, Iowa, 14.70 miles; Avoca, Iowa, to Carson, Iowa, 17.60 miles; Avoca, Iowa, to Harlan, Iowa, 11.80 miles; Mt. Zion, Iowa, to Keosaqua, Iowa, 4.50 miles; Altamont, Mo., to St. Joseph, Mo., 49.70 miles; South St. Joseph, Mo., to Rushville, Mo., 14.70 miles; Kansas City, Mo., to Armourdale, Kans., 2.40 miles; total miles owned, 1,185.80. The leased lines of the company have a mileage of 1,823.44, and the trackage rights foot up 330.30, making a total mileage of roads operated 3,339.54.

Officers of the Company.—The principal officers of the Chicago, Rock Island & Pacific Railway Company are: R. R. Cable, president, Chicago; Benj. Brewster, first vice-president, New York; W. G. Purdy, second vice-president, treasurer and secretary, Chicago; H. A. Parker, third vice-president, Chicago; A. Kimball, assistant to the president, Davenport; J. R. Cowing, assistant secretary and assistant treasurer, New York; J. F. Phillips, assistant secretary and assistant treasurer, Chicago; E. St. John, general manager, Chicago; W. M. Savage, traffic manager, Chicago; John Sebastian, general ticket and passenger agent, Chicago; J. M. Johnson, general freight agent, Chicago.

Passenger Department.—As the visitor will probably have to do with the passenger department of the Chicago, Rock Island & Pacific railway exclusively, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, the mapping out of special tours, etc., he call upon or communicate with John Sebastian, general passenger and ticket agent, general offices Van Buren and Sherman sts., Chicago.

Points Reached.—In general the visitor will take the Chicago, Rock Island & Pacific railway for points in Illinois, such as Joliet, Seneca, Ottawa, La Salle, Bureau, Moline, Rock Island, and intermediate stations; for points in Iowa, such as Wilton, West Liberty, Iowa City, Marengo, Grinnell, Newton, Des Moines and Council Bluffs, and for Omaha, Neb., where direct connection is made with the Union Pacific system for all points in the West and new Northwest, also for Keokuk, Farmington, Ottumwa, Fort Dodge and all points on the Des Moines Valley division. The visitor will also take the Rock Island route for Davenport, Muscatine, Washington, Fairfield, Eldon, Numa, and all other points on the southwestern division in Iowa; for Kansas City, Mo.; Leavenworth, Kan.; Atchison, Kan., and St. Joseph, Mo., at all of which connections may be made for every point of interest in the Missouri Valley and beyond; for Topeka, McFarland, Clay Center, Belleville, Mankato, Phillipsburg, Goodland and Denver, and all intermediate points in Kansas, Nebraska and Colorado. The visitor will also take the Rock Island route via St. Joseph, Mo., for Troy, Sabetha, Pawnee, Beatrice, Fairbury and all points in the beautiful agricultural country lying along the Blue and Republican rivers in Kansas and Nebraska. The visitor will also take the Rock Island route via the Kansas City, St. Joseph, Topeka and Wichita line for Wichita, Wellington, Caldwell, El Reno, and all points in Southern Kan

THE HAYMARKET

sas and Indian Territory. The visitor will also take the Rock Island route for Minneapolis and St. Paul, and via the Northern Pacific railway for Bismarck, Helena, Portland, Seattle, Tacoma, Vancouver, Victoria, and all points in the Puget Sound country. At Denver, Col., connections are made with lines running south, southwest and west, either through the plains of Arizona and New Mexico, or over the mountains of Colorado, Utah and California. The Chicago, Rock Island & Pacific railway penetrates the most interesting portion of the Western States. The scenery along the lines is always interesting, and often picturesque and beautiful.

Ticket Office.—The central ticket office of the Chicago, Rock Island & Pacific railway is located on the sw. cor. of Clark and Washington sts. (Chicago Opera House block), in the heart of the city. Here the visitor may purchase tickets to all points covered by the system and its connections, secure sleeping car berths, etc., and obtain all necessary information in regard to the time of arrival and departure of trains, etc. Here, also, printed information regarding the points covered by the system, time tables, pocket guides, etc., may be obtained free on application.

Chicago, St. Paul & Kansas City Railway.—A direct line between Chicago and St. Paul and Minneapolis in the Northwest, and Chicago, St. Joseph, Leavenworth and Kansas City in the Southwest, passing through the States of Illinois, Iowa, Minnesota, Missouri and Kansas.

Depot.—All trains on the Chicago, St. Paul & Kansas City railway arrive at and depart from the Grand Central Passenger Station, Harrison st. and Fifth ave.

Equipment.—The Chicago, St. Paul & Kansas City railway is equipped in the most modern fashion. Its express trains are among the handsomest arriving at or departing from the city. Nearly all its passenger cars are new and many of them are magnificent in construction and furnishings.

General Offices.—The general offices of the Chicago, St. Paul & Kansas City railway are located as follows: St. Paul, corner of Jackson and Fifth sts.; Chicago, Phenix building, Jackson st. and Pacific ave.; New York, No. 47 Wall st.

Officers of the Company.—The principal officers of the company are: A. B. Stickney, Chairman of the Board, St. Paul, Minn.; John M. Egan, president and general manager, St. Paul, Minn.; William Lewis Boyle, vice-president, New York; W. B. Bend, treasurer, St. Paul, Minn.; M. C. Woodruff, secretary, Dubuque, Iowa; W. R. Busenbark, traffic manager, Chicago; F. H. Lord, general passenger and ticket agent, Chicago; C. A. Cairns, assistant general passenger and ticket agent, Chicago; P. C. Stohr, general freight agent, Chicago; F. H. Tibbetts, assistant general freight agent, Chicago.

Passenger Department.—As the visitor will probably have to do with the passenger department of the Chicago, St. Paul & Kansas City railway exclusively, it is suggested that with reference to the engaging of special trains, special cars, the accommodation of large parties, the mapping out of special tours, etc., he communicate with or call upon Mr. F. H. Lord, general passenger and ticket agent, Phenix building, Jackson st. and Pacific ave., Chicago, or with R. S. Hair, general Eastern passenger agent, 343 Broadway, New York City.

Points Reached.—The Chicago, St. Paul & Kansas City railway is a direct line to Dubuque, St. Paul and Minneapolis, and to Waterloo, Cedar

Falls, Marshalltown, Des Moines, St. Joseph, Atchison, Leavenworth and Kansas City. Among the points covered are some of the most populous towns and cities in the West: Dubuque, Iowa (40,000); Des Moines, Iowa (75,000); St. Joseph, Mo. (70,000); Atchison, Kan. (20,000); Leavenworth, Kan. (40,000); Kansas City, Mo. (200,000); St. Paul, Minn. (150,000); Minneapolis, Minn. (175,000); Marshalltown, Iowa (10,000); Mason City, Iowa (4,000); Cedar Falls, Iowa (5,000); Waterloo, Iowa (8,000); Austin, Minn. (5,000); Waverly, Iowa (3,000); St. Charles, Ill. (2,500); Sycamore, Ill. (4,000). Other towns and villages tributary to this line swell the grand total to nearly 3,000,000 people.

TICKET OFFICE.—The city ticket office of the Chicago, St. Paul & Kansas City railway is located at 188 Clark st. Here the visitor may purchase tickets to all points covered by the system, including all cities and towns in the West, Northwest and Southwest, secure sleeping-car berths, etc., and obtain all necessary information regarding the arrival and departure of trains. Here, also, printed information in relation to the points reached, time tables, etc., may be had free on application.

Chicago & Alton Railroad.—One of the great lines of railroad extending from the city to the south and southwest. It has three great terminals—Chicago, St. Louis and Kansas City, and between these centers of trade and population it does an immense business annually. Its earnings from all sources during the year 1890 was $7,065,753.15; operating expenses, $4,382,001.55; net earnings, $2,683,751.60.

DEPOT.—All trains over the Chicago & Alton railroad arrive at, and depart from, the Union passenger depot, Canal and Adams streets, West Side. Here every arrangement is provided for the comfort and convenience of patrons. There are handsome waiting rooms for ladies and gentlemen. Depot agents give all desirable information, and see that passengers make no mistakes in taking trains. Attendants are at hand to see to the wants of ladies, children and infirm persons.

EQUIPMENT, ETC.—The Chicago & Alton railroad is one of the most completely and superbly equipped lines in the world. Its trains are always clean, comfortable and elegant. They are always on time, and delays and accidents are unheard of in connection with this admirably managed railway. The 6 P. M. Kansas City and Denver vestibuled limited, is a solid vestibuled train, running through from Chicago to Denver, via Kansas City and the Union Pacific railway without change, and composed of new vestibuled smoking cars, new vestibuled day cars. new vestibuled reclining chair cars, free of extra charge; new Pullman buffet vestibuled twelve-section sleeping cars, and vestibuled dining cars. Supper in dining car from Chicago, 6 P. M., to Pontiac, 8:40 P. M. Breakfast in dining car from Slater, 5:50 A. M., to Kansas City, 8:55 A. M. The Day Express, leaving Chicago 9 A. M., has reclining chair cars and ladies' palace day cars (seats free of extra charge), Chicago to St. Louis. Through coaches, Chicago to St. Louis. Dining car, Pontiac to Bloomington; through Pullman buffet sleeping car, St. Louis to Hot Springs. St. Louis vestibuled limited, leaving Chicago 9 P. M., is a solid vestibuled train between Chicago and St. Louis, composed of Pullman compartment sleeping cars, Pullman buffet sleeping cars, reclining-chair cars (seats free of extra charge) and through coaches and smoking cars. Pullman buffet sleeping cars and reclining-chair cars (seats free of extra charge), St. Louis to Hot Springs.

General Offices.—The general offices of the Chicago & Alton Railroad Company are located on the northwest corner of Dearborn and Adams streets, opposite the general Post Office.

Passenger Department.—As the visitor will probably have to do exclusively with the passenger department of the Chicago & Alton railroad, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, the mapping out of special routes, etc., he communicate with, or call upon, Mr. James Charlton, General Passenger and Ticket Agent, 210 Dearborn street, Chicago.

Points Reached.—In general the visitor will take the Chicago & Alton railroad for St. Louis and Kansas City, all intermediate points and points beyond, south, southwest and west. Take this line for Joliet, Dwight, Pontiac, Chenoa, Normal, Bloomington, Mason City, Petersburg, Ashland, Jacksonville, Roodhouse, Pleasant Hill and points tributary in Illinois; for Louisiana, Bowling Green, Mexico, Centralia, Glasgow, Marshall, Blackburn, Bates City, Glendale, Independence, Kansas City and points tributary in Missouri. Take this line for Carrollton, Jerseyville, Alton, Edwardsville, East St. Louis, and all other points between Chicago and St. Louis, and for St Louis and all points in the South and Southwest. Connections are made with every railroad and every railway system operating in the South, Southwest and West, by the trains of this company, either at points along the lines or at the Great Union depots of St. Louis or Kansas City. A solid vestibuled limited train runs daily between Chicago and Denver, via Kansas City and the Union Pacific railway, without change of cars of any class, and on fast limited time. This train is, in addition to the present trains, making three daily trains from Chicago to Kansas City, and four daily trains from Kansas City to Chicago. Westbound the new train is known as the Kansas City and Denver vestibuled limited, and makes the run, Chicago to Kansas City, in fourteen hours and fifty-five minutes, Chicago to Denver in thirty-seven hours and thirty minutes. A solid vestibuled train, from baggage car to rear sleeping car, composed of new vestibuled smoking cars, new vestibuled day cars, new vestibuled reclining-chair cars (free of extra charge), new Pullman buffet vestibuled twelve-section drawing-room sleeping cars and vestibuled dining cars. This is positively the fastest train via Kansas City, and the only line using the celebrated Hitchcock chair between Chicago and Denver. All classes of passengers are carried on the Kansas City and Denver vestibuled limited without extra charge The Chicago & Alton affords a magnificent route from Chicago to Memphis, Mobile, New Orleans and all points south, via St. Louis. It is a direct line to and from Missouri, Arkansas, Texas, Kansas, Colorado, New Mexico, Mexico, Arizona, Nebraska, California, Oregon, etc. It is a favorite route to and from Kansas lands and Colorado, New Mexico and California health and pleasure resorts and the mining districts of the great West. Excursion tickets are sold via the Chicago & Alton at greatly reduced rates to Austin, Texas; Cedar Keys, Fla.; Charleston, S. C.; El Paso, Texas; Eureka Springs, Ark.; Fernandina, Fla.; Gainesville, Texas; Galveston, Texas; Hot Springs, Ark.; Houston, Texas; Jacksonville, Fla.; Las Vegas Hot Springs, N. M.; Mexico City, Mex., Mobile, Ala.; New Orleans, La.; Pensacola, Fla.; San Antonia, Texas; Savannah, Ga.; Tampa, Fla.; Thomasville, Ga.; Waldo, Fla.; Los Angeles, San Francisco and all California and Oregon points; to Ogden, Salt Lake City, and all the famous winter resorts in the West and South.

Principal Officers.—The principal officers of the Chicago & Alton

Railroad Company are: T. B. Blackstone, president; J. C. McMullin, vice-president; James H. Foster, secretary and treasurer; C. H. Chappell, general manager, Chauncey Kelsey, auditor; James Charlton, general passenger and ticket agent; H. H. Courtright, general freight agent.

TICKET OFFICE.—The city ticket office of the Chicago & Alton railroad is located at 195 South Clark street; Robert Summerville, city passenger and ticket agent. Here the visitor may purchase tickets to all points covered by the lines of this road or on connecting lines, secure sleeping-car berths, etc., and obtain information regarding arrival and departure of trains, rates of fare, etc. Here, also, printed matter relating to the road and its connections, time tables, etc., may be had free on application.

Chicago & Eastern Illinois.—Mileage, 472; earnings last fiscal year, $3,200,000; number of locomotives, 98; freight cars, 8,500; passenger cars, 76. All trains arrive at and depart from Dearborn Station, Dearborn st. and Fourth ave. A solid vestibule train with dining car runs between Chicago and Nashville, Tenn., via Evansville and the Louisville & Nashville railroad. This train leaves Chicago daily at 4 P. M., arriving at Nashville at 7 A. M. the next day. Returning, train leaves Nashville at 7:50 P. M., and arrives in Chicago at 11:20 A. M. the next day. The passenger trains of this company are all very handsomely equipped, and the road is a most popular one with the commercial public and travelers in search of pleasure and health.

Chicago & Grand Trunk Railway.—This is the connecting line between the Grand Trunk Railway System of Canada, and the systems of railway in the United States centering in Chicago. It is one of the most efficiently conducted lines on the continent, and, as forming a link between the Dominion and the United States systems, one of the most important. An idea of the immense amount of business transacted by the Chicago & Grand Trunk railway may be formed from the fact that during the year 1889 its gross receipts were $3,633,324.16; its working expenses, $2,722,735.97, and its net revenue, $910,588.19.

CENTRAL DEPOT.—Trains of the Chicago & Grand Trunk railway arrive and depart from the magnificent passenger depot, known as the Dearborn Station, foot of Dearborn st., corner of Polk st. and Third ave.

EQUIPMENT, ETC.—The equipment of the Chicago & Grand Trunk railway is first-class in every respect. Magnificent trains are run at frequent intervals to all points in Michigan and Canada. Luxurious passenger and sleeping cars, elegant day coaches, dining room and buffet cars accompany all its through express trains. The tracks are steel and both the road-bed and rolling stock are maintained at the highest standard.

GENERAL OFFICES.—The general offices of the company are located at Detroit, Mich., and at Chicago. The latter is located at 300 to 312 Rialto building, Van Buren st., rear of the Board of Trade building, and opposite the Van Buren Street depot. The principal representatives of the company in Chicago are: Mr. G. B. Reeve, the traffic manager, and Mr. W. E. Davis, the general passenger and ticket agent.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, accommodations for large parties, or the mapping out of special tours, he communicate with Mr. W. E. Davis, general passenger and ticket agent, Rialto building, Chicago.

POINTS REACHED.—In general, the visitor will take the Chicago & Grand Trunk railway for all points in central and northeastern Michigan, for all

points in the Dominion of Canada covered by the Grand Trunk railway, and for all points in the eastern part of the United States. Take this line for Valparaiso, South Bend, Battle Creek, Lansing, Durand, Flint, Detroit, Sarnia, London, Hamilton, Niagara Falls, Buffalo, Toronto, Montreal, Portland, New York and Boston. (See Grand Trunk Railway of Canada.)

PRINCIPAL OFFICERS.—The principal officers of the Chicago & Grand Trunk railway are: Sir Joseph Hickson, president, Montreal, Que.; L. J. Seargeant, vice-president, Montreal, Que.; W. J. Spicer, general manager, Detroit, Mich.; G. B. Reeve, traffic manager, Chicago; W. E. Davis, general passenger and ticket agent, Chicago.

TICKET OFFICE.—The central ticket office of the Chicago & Grand Trunk railway is located at 103 South Clark st. Here the visitor may purchase tickets to any point covered by the line, or by the lines comprising the system of the Grand Trunk railway of Canada, or on any of the numerous connecting lines, east and west, and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the Chicago & Grand Trunk railway proper, and connecting lines, may be had free on application.

Chicago & Northern Pacific Railroad.—The object for which the Chicago & Northern Pacific was incorporated was to operate a belt road around Chicago for suburban traffic and to furnish an entry to the city and terminal facilities here, both passenger and freight, for such roads as might require them. [See Wisconsin Central Lines for lease of Chicago & Northern Pacific Terminal to Northern Pacific Company.] In addition to the Wisconsin Central it now furnishes such facilities to the Chicago, St. Paul & Kansas City road, which has equal rights in the Grand Central passenger station with the Wisconsin Central. Quite a number of the roads are customers of this company for transfer purposes. It lacks but a small link to connect the lines of the Chicago & Northern Pacific and the Chicago & Calumet Terminal, and the company will then have a complete belt line around the city, crossing the tracks of every road entering it. Part of this link is now under construction, and it is expected that the whole of it will be completed within a very short time. Neither the Wisconsin Central nor the Chicago, St. Paul & Kansas City now does a suburban business, as far as the tracks of the Chicago & Northern Pacific extend. That part of the traffic the Chicago & Northern Pacific reserves for itself, and it is one of the conditions required of all lines leasing its tracks for passenger purposes that they leave this business for it. It runs thirty-five trains daily between Chicago and Conway Park and uses practically two lines for this suburban business. One of these is the old dummy-road from W. Fortieth st. to Altenheim and Waldheim cemeteries. This road has been thoroughly overhauled and a double track laid the entire distance. A good deal of confusion exists in the public mind regarding the Grand Central depot and the terminal facilities connected with it. Most people regard it as the property of the Wisconsin Central road or of the Northern Pacific, which has acquired title to the possession of that corporation. This is a mistake. All the terminals in this city and the line of road over which the Wisconsin Central trains run into the city from Central Grove really belong to a company separate and distinct from both the Wisconsin Central and the Northern Pacific, of the very existence of which many people are in ignorance. This is, no doubt, in large measure, owing to the similarity of name of this company and that of the Northern Pacific. Its corpo-

rate title is the Chicago & Northern Pacific, and it was this company and not the Northern Pacific proper which recently purchased the Chicago & Calumet terminal road. Reference to the "Wisconsin Central Lines" and "Northern Pacific Railroad" will show the connection of these several corporations.

OFFICERS OF THE COMPANY.—The officers of the Chicago & Northern Pacific Railroad Company are all located in Chicago and are as follows: D. S. Wegg, President; H. S. Boutell, Secretary and General Solicitor; A. A. Allen, General Manager; T. J. Hyman, Auditor; Henry S. Hawley, General Agent; J. T. McBride, Superintendent; W. S. Jones, Chief Engineer; George W. Lindsay, Purchasing Agent. The general offices are located in the Grand Central depot, Harrison st. and Fifth ave.

Chicago & North-Western Railway.—The Chicago & North-Western railway system has more than 7,200 miles of first-class railway, traversing the States of Illinois, Wisconsin, Iowa, Minnesota North and South Dakota, Nebraska, northern Michigan and Wyoming. In the year 1890 nearly 1,200 locomotives and 37,200 cars were necessary to handle the enormous traffic originating at the 2,000 stations on this great line. It is one of the leading thoroughfares from Chicago to Council Bluffs, Omaha, Sioux City; Chicago to St. Paul and Minneapolis, Chicago to Milwaukee and Marquette, Chicago to Ashland and Duluth, Chicago to Des Moines and Sioux City; Chicago to Huron and Pierre. It reaches Madison, the capital of Wisconsin; St. Paul, the capital of Minnesota; Des Moines, the capital of Iowa; Lincoln, the capital of Nebraska; Pierre, the capital of South Dakota. It runs solid vestibuled trains of elegant coaches, free reclining-chair cars and palace sleeping and dining cars between Chicago and Denver and Chicago and Portland, Ore., without change, with through sleeping cars to San Francisco, in addition to running trains from Chicago to every leading city in the States above named. More than 1,000 conductors are employed to look after the comfort of the millions of passengers that travel yearly by the North-Western. Its lines traverse an empire of inexhaustible resources, and the territory produces yearly millions of tons of corn, wheat, oats, lumber, iron ore, pig iron, gold, silver, lead, copper, cattle, horses, hogs, poultry, fish, broom corn, flax, beer, packed pork and beef, fresh meats, etc., etc. The surface of the territory it traverses presents nearly every feature known to the descriptive writer: prairie, mountain, woodland, mining camps, etc., etc., and it can show rivers and lakes, and other charms of rural scenery not surpassed in any country in the world. It was the pioneer railroad westward from Chicago, and its history furnishes the most striking illustration of rapid growth and development. From the Galena & Chicago Union railway, consisting of forty-two miles, over which trains were first run in 1850, has grown what is now known as the Chicago & North-Western railway system, one of the most prosperous in the world. It runs Pullman and Wagner vestibuled sleepers on all its through trains. It runs its own unequaled dining cars on all principal trains. Its road-bed is as good as any in the country. Its bridges are of steel, unequaled by those of any railroad in the world. Its trains connect with all of the roads east of Chicago and beyond its own termini. Ticket agents everywhere sell tickets via the Chicago & North-Western railway, and it has its own agencies in all of the larger cities on the Atlantic & Pacific coasts, as well as in the mountains of Colorado, Wyoming and Utah. More than 165 trains arrive and depart from its great central passenger station in Chicago daily.

Business of the North-Western Company.—The number of miles of track operated by the Chicago & North-Western Railway Company, exclusive of the Chicago, St. Paul, Minneapolis & Omaha, and the Sioux City & Pacific railroads, which are operated under this management, was in 1890 4,250.38; the gross earnings were $27,164,837.07; the expenses of operation, including taxes, interests and sinking fund, were $23,093,872.07; the net revenue was $4,070,965; the dividends declared for the year were $3,444,979; the balance of net earnings was $625,986; the passenger earnings were $6,285,178.81; the freight earnings, $19,654,213.24; the earnings from the carriage of express company's goods were $400,444.93; from the carriage of United States mail matter, $586,178.32; and the miscellaneous earnings amounted to $238,821.77. The taxes paid by the company, at the rate of $2\frac{30}{100}$ per cent., amounted to $754,102.47. The whole number of passengers carried during the year on the Chicago & North-Western railway proper was 12,142,789, being a net increase of 676,226 over the previous year. The number of passenger trains run during the year was 120,001; the average number run each working day was $383\frac{39}{100}$; the average number of miles run by each train was 57; the number of passenger cars hauled was 369,535; the average number of passengers in each train per mile run was $42\frac{35}{100}$, and the average number carried in each passenger car per mile run was $12\frac{30}{100}$. The business of the Chicago & North-Western railway is constantly increasing, so that the transactions in all departments of the service for the year ending on the thirty-first of May, 1891, will show a large increase over the figures given above. The increase, for instance, in the gross earnings of the year covered by the last report over the previous year was $1,472,578.26.

Capital Stock.—Up to the date of the last report of the company, the common stock and scrip outstanding amounted to $31,377,345.31; the common stock and scrip owned by the company amounted to $10,007,520.66; total common stock and scrip, $41,384,865.97. Preferred stock and scrip outstanding, $22,333,170; preferred stock and scrip owned by the company, $2,284.56; total preferred stock and scrip, $22,335,454.56.

Condition of Track.—The greater part of the Chicago & North-Western railway system is laid with steel rails of the heaviest and best quality. Double tracks are laid over portions of the road where the greatest amount of service is required.

Divisions of the System.—There are three principal divisions of lines of the Chicago & North-Western railway, immediately tributary to the city, viz.: The Galena division, the Milwaukee division and the Wisconsin division, each practically an independent trunk line in itself, and each having its own branches and territory. The Galena division shoots almost directly West from Chicago to Council Bluffs and Omaha, with a branch to Sioux City and Sioux Falls. This may be called the main stem of the system, and it connects at Omaha with the Union Pacific. Take this division for the Illinois and Iowa towns of Turner (30 miles), Geneva (35 miles), DeKalb (58 miles), Rochelle (74 miles), Dixon (109 miles), Fulton (135 miles), Clinton, Iowa (157 miles), Cedar Rapids (219 miles), Marshalltown (288 miles), Council Bluffs (490 miles), Omaha, Neb. (493 miles), and all points on the Union Pacific system, including Fremont (539 miles), Grand Island (648 miles), Kearney, (685 miles), North Platte (784 miles), Julesburg, Colo. (865 miles), Cheyenne Wyo. (1,009 miles), Denver, (1,062 miles), Laramie (1066 miles), Ogden (1,523 miles), Salt Lake (1,561 miles), Sacramento (2,267 miles), San Francisco (2,357 miles), Los Angeles (2,712 miles), San Diego (2,890 miles), Walla Walla (2,128

miles), Spokane Falls (2,334 miles), the Dalles (on the Columbia river, Oregon, 2,226 miles), Portland (2,314 miles), Tacoma (2,459 miles), Seattle (2,500 miles), where connection is made with elegant passenger steamers on Puget Sound for Port Townsend, Victoria, B. C.; Vancouver and all points in Alaska. The Milwaukee division skirts the lake to the metropolis of Wisconsin, and then shoots toward the northwest. Take this division for Milwaukee (85 miles), Fond du Lac (148 miles), Oshkosh (166 miles), Appleton (185 miles), Menominee (262 miles), Escanaba (328 miles), Ishpeming (392 miles) and the great lumbering and copper mining region of the Northwest, as well as the wheat belt, the Lake Superior district and Duluth (475 miles), or, branching off at Eau Claire (322 miles), take this division for St. Paul (409 miles) and Minneapolis (420 miles). The Wisconsin division may be termed the great Northwestern route, penetrating as it does the wonderful wheat-growing State of South Dakota. Take this division for Beloit (77 miles); Madison, capital of Wisconsin (138 miles), Baraboo (175 miles), Winona (297 miles), Rochester (347 miles), New Ulm (468 miles), Huron (662 miles) and Pierre (781 miles), also for Deadwood and the Black Hills country. Besides the divisions mentioned there are: The Peninsular division, the Madison division, the Iowa division, the Northern Iowa division, the Dakota division and the Winona and St. Peter division, all covering territory as interesting to the traveler and pleasure-seeker as that nearer Chicago.

Equipment of the Road.—The Chicago & North-Western Railway Company is one of the best equipped railroads in existence. Its rolling stock is kept in the most perfect order; nearly all of its passenger cars and locomotives are of modern build; its first-class cars, including chair cars, dining-room, parlor and sleeping cars, are luxurious. The total number of locomotive engines at the close of the year covered in the last report was 806; the total number of cars of all kinds, for passenger, freight and road service, was 26,942. Of this number 302 were first-class passenger cars, 11 were parlor cars, 6 were chair cars, 9 were dining cars, 28 were second-class passenger cars, 49 were combination cars, 117 were baggage and express cars, and 28 were mail cars. The remainder were in the freight and road service.

General Offices.—The general offices of the Chicago & North-Western Railway Company are located on the northwest corner of Fifth avenue and Lake streets, about three blocks south of central passenger station.

Passenger Depot.—The central station or passenger depot of the Chicago & North-Western railway in Chicago is located at the corner of Wells and Kinzie streets, North Side. It is a new and magnificent structure, where every accommodation is provided for the traveling public. Trains arrive at and leave this depot at intervals of a few minutes from daylight till midnight every day, from and for all points in the great West and Northwest. The visitor will be interested in the morning or evening by watching the immense throngs of people arriving and departing, and observing the admirable system which is maintained, and the total absence of confusion. Depot agents are on hand to see that strangers make no mistakes in boarding trains.

Passenger Department.—As the visitor will probably have to do with the passenger department of this system exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodations of large parties, or the making of special plans for tours, he call upon, or communicate with, Mr. W. A. Thrall, the General Passenger and Ticket Agent; General Offices, 22 Fifth avenue, Chicago.

A BIT OF PRAIRIE AVENUE.

POINTS ON THE SYSTEM.—In general the visitor will take the Chicago & North-Western railway for all points in northern and western Illinois, Iowa, Kansas, Nebraska, Wisconsin, Minnesota, North and South Dakota, Montana, Idaho, Wyoming, Colorado, Utah, Nevada, Oregon, Washington and California. Frequent trains depart for Milwaukee (85 miles), the beautiful metropolis of Wisconsin; for Waukesha (102 miles), the great northern health and summer resort; for St. Paul (409 miles) and Minneapolis (420 miles), the twin wonders of Minnesota; for Omaha (493 miles), the most remarkable city of the Missouri Valley; for Denver (1,062 miles), the great central depot of the Colorado mining country, and one of the best built cities on the globe. Take the Chicago & North-Western railway for Sioux City, Sioux Falls, Pierre, Deadwood, in the Black Hills mining country, and all points in the great wheat belt of the Dakotas; also for Cheyenne and Salt Lake City; also for Portland, Tacoma, Seattle, and all points on Puget Sound. Take this line for Sacramento, San Francisco, Los Angeles, San Diego, and all points in the great fruit-growing and wine-producing district of California. In whatever direction you may travel over the Chicago & North-Western railway you will be carried through the most beautiful country in the United States, by growing towns and prosperous cities, and the accommodations afforded by the company are such that the usual fatigues of traveling, as well as the annoyances and dangers, are reduced to a minimum. The points of interest near Chicago reached by this line are referred to under the head of "Outlying Chicago."

PRINCIPAL OFFICERS.—The principal officers of the Chicago & North-Western Railway Company are: Marvin Hughitt, president; M. L. Sykes, vice-president, treasurer and secretary; M. M. Kirkman, second vice-president; William H. Newman, third vice-president; S. O. Howe, assistant treasurer and assistant secretary; J. B. Redfield, auditor and assistant secretary; W. H. Stennett, auditor of expenditures; John M. Whitman, general manager; Sherburne Sanborn, general superintendent; John E. Blunt, chief engineer; William C. Goudy, general counsel; William B. Keep, general attorney; H. R. McCullough, general freight agent, William A. Thrall, general passenger and ticket agent; Charles Hayward, purchasing agent; Charles E. Simmons, land commissioner; Frank P. Crandon, tax commissioner; George W. Tilton, superintendent motive power and machinery.

SUMMER RESORTS.—Some of the most charming summer resorts on the continent are situated on the lines of the Chicago & North-Western railway. Nearly all are easily accessible to visitors. The company runs trains for the special accommodation of those who wish to visit those places. Among the great health and pleasure resorts are: Waukesha, Beloit, Janesville, Madison, McHenry, Lake Geneva, Williams Bay, Fond du Lac, Green Lake, Oshkosh and Neenah. In the vicinity of these places are to be found all that the huntsman or fisherman could desire in the way of sport. From four to six trains daily leave for the accommodation of pleasure-seekers during the summer months.

TICKET OFFICES.—The central ticket offices of the Chicago & North-Western railway are located at 206 and 208 S. Clark street, near the general Post Office. Here the visitor may purchase tickets to any point on the lines covered by the system, or to any point on connecting lines, sleeping-car tickets, etc., and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the lines covered by the system, time tables, etc., may be had free on application.

Cleveland, Cincinnati, Chicago & St. Louis Railway.—This line is familiarly and popularly known as the "Big Four Route," a name which it derives from the fact that it has for its quartette of terminals four of the largest cities in the West—Chicago, St. Louis, Cincinnati and Cleveland. It forms a part of the great Vanderbilt system of railways. This railroad was for many years known as "The Bee Line." The Cleveland, Columbus, Cincinnati & Indianapolis Railway Company, which may be called the parent line, was one of the earliest railroads projected or built in Ohio, being incorporated March 14, 1846.

DEPOT.—The Central Depot of the Big Four System is located at the foot of Lake and Randolph streets. [See Illinois Central Railroad Depot.]

GENERAL PASSENGER AGENT.—As the visitor will probably have to do with the passenger department of this line exclusively, it is suggested that regarding all matters connected with accommodation of an extraordinary character, such as the engagement of special cars, special trains, the making provision for large parties, the mapping out of special tours, etc., he communicate with, or call upon, Mr. D. B. Martin, General Passenger and Ticket Agent of the Company, Cincinnati, O.

PRINCIPAL OFFICERS.—The principal officers of the Big Four System of railroads are: M. E. Ingalls, President, Cincinnati; J. D. Laying, Vice-president, New York; Joseph Ramsey, Jr., Assistant to President, Cincinnati; E. F. Osborn, Secretary, Cincinnati; George S. Russell, Treasurer, Cleveland; Oscar G. Murray, Traffic Manager, Cincinnati; D. B. Martin, General Passenger Agent, Cincinnati; H. M. Bronson, Assistant General Passenger Agent, Indianapolis, Ind.

PRINCIPAL OFFICERS IN CHICAGO.—The principal officers of the Big Four System, in Chicago, are: J. C. Tucker, General Northern Agent; H. W. McCinniff, City Passenger Agent; H. W. Sparks, Passenger Agent; C. W. Norris, Traveling Passenger Agent; E. F. Cost, General Agent Freight Department. The offices of the company in Chicago are located at 121 Randolph street, in the business center.

TICKET OFFICE.—The central ticket office of the Big Four System is located at 194 S. Clark street, near the general Post Office. Here the visitor may purchase tickets over the various lines of the company, and connecting roads, and obtain all necessary information concerning time of departure and arrival of trains, rates of fare, etc. Here, also, printed matter, time-tables, etc., may be had free on application.

Grand Trunk Railway.—This is one of the greatest railroad systems on the continent. Its lines are confined to the Dominion of Canada, but through its affiliations and connections with lines operating in the United States, the visitor taking the Grand Trunk, either coming west or going east, may reach any point in the northern tier of States, and every point of interest or importance in Canada. The immediate affiliations of the Grand Trunk in the United States are: The Chicago & Grand Trunk, and the Detroit, Grand Haven & Milwaukee, the operation of neither of which roads is included in those of the Grand Trunk Railway of Canada.

CHICAGO CONNECTION.—The Chicago Connection of the Grand Trunk is the Chicago and Grand Trunk Railway. [See Chicago & Grand Trunk Railway.] The depot of the latter company is known as Dearborn Station, and is located at the foot of Dearborn street, Corner of Polk street and Third avenue.

EQUIPMENT, ETC.—The Grand Trunk railway is equipped in the most modern manner. Its locomotives and rolling stock, generally, is maintained in the best of order. Its tracks are kept in the highest condition, and accidents on its various lines are almost unheard of. Some of its trains are luxurious in the highest degree, and every attention is paid to the little details which go to make up the comfort of the traveling public.

OPERATIONS OF THE COMPANY.—Some idea of the immense operations of the Grand Trunk railway may be formed from the following figures representing the transactions of the Company in 1889: Earnings from mails and express, $716,897; passengers carried, 6,526,701; earnings from passenger traffic, $5,988,677; tons of merchandise carried, 7,955,965; earnings from merchandise traffic, $12,772,446; miscellaneous earnings, $95,733; total earnings, $19,573,754; net revenue, $5,632,701.

POINTS REACHED —Travelers to or from Chicago will take the Grand Trunk Railway for all points of interest or importance in the Dominion of Canada, east of Lake Huron and the Detroit river. European visitors will find it a delightful trip to come to Chicago by way of Quebec, Montreal, Ottawa, Toronto, etc. Tickets may be purchased at any of the eastern cities for transportation in this direction. The Grand Trunk practically enters into Chicago via the Chicago & Grand Trunk and Wabash & Western railways. All principal points in Michigan may therefore be reached by this line, and at Chicago connection may be made with roads for all parts of the West, Northwest, South and Southwest. Going east take the Grand Trunk, via the Chicago & Grand Trunk, for Niagara Falls, the Thousand Islands and all points of interest on the St. Lawrence, as well as in the northeastern portion of the United States, Nova Scotia, etc. Information concerning routes, etc., may be had on applying at the ticket office of the Chicago & Grand Trunk railway, 103 Clark street, Chicago, where, also, printed matter, maps, time tables, etc., may be had free on application. [See Chicago & Grand Trunk Railway.]

Illinois Central Railroad.—The great and only rail artery connecting Lake Michigan with the Gulf of Mexico; one of the principal and one of the most ably managed lines in the United States. Miles of road operated during the year ending June 30, 1890, 2,875; cost of operation, $10,365,750.39; gross earnings, $16,452,022.32; net earnings, without deducting rentals or taxes, $6,086,271.93. The history of this road is identical with that of the State of Illinois, to the prosperity of whose people it has contributed in a very large measure. The charter under which the corporation was organized exempts the company's property from taxation in this State, but requires a payment to the State, in lieu thereof, of 7 per cent. of the gross receipts of the original railroad, 705.53 miles in length, or the lines from Chicago to Cairo (364.90 miles), and from Centralia, Illinois, to Dubuque, Iowa (340.63 miles). The sum so paid during the years from 1855 to 1890 amounted to $12,365,618. In this period the stockholders of the company received, in cash dividends, $64,782,357. The vast amount of money which the Illinois Central Railroad Company has turned into the State treasury very materially assisted the latter in liquidating the indebtedness contracted during the War of the Rebellion, and in meeting the regular annual expenditures of the commonwealth for educational, charitable and other purposes. The Governor of the State of Illinois is, *ex officio*, one of its directors.

CENTRAL DEPOT.—The great fire of 1871 almost wholly destroyed the magnificent Central Depot occupied before that time by the Illinois Central

Railroad Company, foot of Lake and Randolph sts. Since then a temporary structure has been used for the accommodation of patrons, within the walls of the original building, which were left standing until the present year. The Michigan Central and the Cleveland, Cincinnati, Chicago & St. Louis (Big "4") railroads occupy this depot in connection with the Illinois Central. The arrangements being made for the perfection of the Lake Front Park as a site for a portion of the World's Columbian Exposition may necessitate a change in the location of this depot, probably removing it farther to the east. In any event a mammoth new structure for the accommodation of the railroads mentioned will be erected by the Illinois Central and Michigan Central Railroads, combined.

ENTRANCE TO CHICAGO.—The entrance of the Illinois Central railroad into Chicago is the finest, perhaps, in the world. The road winds around the horseshoe curve of the southern shore of Lake Michigan, affording a magnificent view of the great lake. There are six tracks, two for incoming and outgoing suburban trains, two for incoming and outgoing through passenger trains, and two for incoming and outgoing freight (or goods) trains. The terminal facilities of the road are such as to make it almost impossible that blockades or accidents should result, even when all of the six tracks and numerous sidings are occupied by moving trains.

EQUIPMENT.—The Illinois Central railroad, including all its branches and leased lines, is equipped in the most modern manner. Its passenger cars are all first-class, and some of the finest coaches in the country are run on its main lines. Parlor and sleeping cars accompany all its express trains. Many of these are furnished luxuriously, and every effort is made to insure at once the safety and comfort of patrons. Some idea of the patronage of the road may be obtained from the fact that in the year ending June 30, 1890, the company owned and operated 223 passenger and chair cars, 32 smoking cars, 36 sleeping cars, 4 baggage and smoking cars, 44 baggage and express cars, 7 express cars, 18 baggage, mail and express cars, 25 postal cars, 2 pay cars, 8 business cars, 7,453 box cars, 278 caboose cars, 1098 stock cars, 54 stock and grain cars combined, 711 fruit cars, 522 refrigerator cars, 1,025 flat cars, 2,960 coal cars, and 4 powder cars, besides numerous construction cars, etc. The road has 473 locomotive engines available for service. The expenditures for new equipment annually amounts to very nearly $1,000,000.

GENERAL PASSENGER AGENT.—As the visitor will probably have to do with the passenger department of this line exclusively, it is suggested that regarding all matters connected with accommodation of an extraordinary character, such as the engagement of special cars, special trains, the making provision for large parties, the mapping out of special tours, etc., he communicate with, or call upon, Mr. A. H. Hanson, general passenger agent of the company, 60 Wabash av., Chicago.

LINES OPERATED.—In addition to the main line of the Illinois Central, the company operates a number of branch and leased lines. Among the most important of these are the Chicago, Rockford, Freeport, Madison and Dodgeville, the Dubuque, St. Louis and Cairo, the Champaign and Havana, the Rantoul, West Lebanon and Leroy, the Cherokee, Sioux Falls and Onawa, the Memphis and New Orleans, the St. Louis, Cairo, Memphis and New Orleans and the Manchester and Cedar Rapids lines.

POINTS REACHED.—The visitor will take the Illinois Central Railroad for St. Louis, Mo., 299 miles to the southwest of Chicago, and intermediate

points. On this line a number of thriving and handsome villages are passed. Among them Kankakee (56 miles), where the State Asylum for the insane is located; Champaign (128 miles), one of the most prosperous of the central Illinois towns; Mattoon (172 miles), a pretty village; Effingham (198 miles), where the train leaves the main line; and Vandalia (230 miles), one of the oldest and most interesting towns in the State. At St. Louis the train crosses the great steel bridge, 1,600 feet in length, over the Mississippi river. The day train leaves Chicago at 8:40 A. M., arrives in St. Louis at 7 P. M., thus affording the visitor an opportunity of seeing the great Prairie State with the numerous towns and villages between Chicago and St. Louis by day-light. The visitor, if so inclined, may take the night train with Pullman sleeping car accommodations at 9 P. M., reaching St. Louis at 7 A. M. The day trains as well as the night trains are luxuriously fitted up for the comfort of passengers. Besides these trains there are others which make stops at smaller or less important points. The visitor will also take the Illinois Central railroad for all points in the Southwest. A train leaving here at 3:20 P. M. will land the passenger at Memphis, Tenn., at 8:40 next morning, thus making the trip from the great "Corn Belt" of the North to the northern extremity of the great "Cotton Belt" of the South in seventeen hours and twenty minutes. At Memphis direct connection is made with the Louisville, New Orleans and Texas train, leaving at 9:30 A. M., which arrives at Vicksburg at 7:45 P. M. the same day. The train leaving Chicago at 9 P. M. arrives in New Orleans at 8:25 A. M. on the second day, the distance being 915 miles. The Chicago & New Orleans, limited, leaving Chicago at 3:20 P. M. arrives in New Orleans at 8 P. M. the next day, only twenty-eight hours and forty minutes en route. A fast mail and express train leaves Chicago at 3:15 A. M. which arrives in New Orleans at 8:25 the next morning. The trip from Chicago to New Orleans is full of interest to the traveler, who is carried by numerous interesting towns and cities, and through scenery which is as diversified as the climate becomes between the two extremes. At Cairo the train crosses the Illinois Central magnificent new steel bridge over the Ohio river, which cost about $3,000,000. The railway traverses some of the most beautiful sections of the South; passing through the States of Kentucky, Tennessee, Mississippi and Louisiana, and touching such points as Memphis, Grenada, Jackson (the capital of Mississippi), Brookhaven and the numerous plantation towns of the latter State. At New Orleans the visitor will find passenger steamers leaving at frequent intervals for the Ead's Jetties at the mouth of the Mississippi, for points in southern Florida, for Havana, Cuba, Galveston, Vera Cruz, and all points on the Gulf and South American Atlantic coast. At New Orleans, also, connections are made with trains over the Southern Pacific railway, which pass through Texas, New Mexico and California. Take the Illinois Central railroad also for Dubuque, Iowa (183 miles), and for Fort Dodge (375 miles), Sioux City, Iowa (510 miles), and Sioux Falls (547 miles). The Illinois Central railroad and its branches at their various terminals and in Chicago make connection with trains departing for all points in the United States, Canada and Mexico.

PRINCIPAL OFFICERS.—The principal officers of the company are: Stuyvesant Fish, President; J. C. Welling; Vice-president and Comptroller; J. T. Harahan, second Vice-president; A. G. Hackstaff, Secretary; B F. Ayer, General Counsel; J. Fentress, General Solicitor; Henry DeWolf. Treasurer; C. A. Beck, General Manager; T. J. Hudson, Traffic Manager; M. C. Markham, Assistant Traffic Manager; A. H. Hanson, Gen-

eral Passenger Agent. All of the above, excepting the Secretary and General Passenger Agent, are to be found in the general offices of the company, 78 Michigan ave., near central passenger depot. The office of the Secretary is in New York, and of the General Passenger Agent at 60 Wabash ave.

TICKET OFFICE.—The central ticket office of the Illinois Central railroad is located at 194 S. Clark st., near the general Postoffice. Here the visitor may purchase tickets over the various lines of the company and connecting roads, and obtain all necessary information concerning time of departure and arrival of trains, rates of fare, etc. Here, also, printed matter, time tables, etc., may be had free on application.

Lake Shore & Michigan Southern Railway.—The history of this magnificent trunk line is practically the history of railroad construction in the United States. Its inception dates back to 1833, the commencement of the railroad building period in this country, and every rail that has been added in the extension of the original road since that time has its own story to tell of the westward and onward progress of civilization, the settlement of the waste places, the birth and growth of villages and towns, the peopling of great cities and the prosperity of half a continent. The Lake Shore & Michigan Southern railway may well be called the great east and west artery of the nation, as it has done more toward infusing the blood of life into the immense stretch of territory that is washed by the great inland seas than any other force employed by man during the past century. The Lake Shore & Michigan Southern Railway Company, as it exists to-day, was organized in 1869. The road is part of and one of the most important links in the famous "Vanderbilt system."

CAPITAL STOCK.—The capital stock of the Lake Shore & Michigan Southern Railway Company has remained unchanged since 1871. It is $50,000,000, as follows: Guaranteed (10 per cent.), 5,335 shares, at $100, $533,500; ordinary, 494,665 shares, at $100, $49,466,500. Total, $50,000,000.

CENTRAL TICKET OFFICE.—The central ticket office of the Lake Shore & Michigan Southern Railway Company is located at 66 Clark street, in the business center. Here the visitor may purchase tickets for all points covered by this and connecting lines, secure sleeping-car berths and obtain all necessary information concerning the arrival and departure of trains, etc. Here, also, printed matter containing general information regarding the line and its connections, time tables, etc., may be had free on application.

DEPOT.—All trains of the Lake Shore & Michigan Southern Railway Company arrive at and depart from the Van Buren Street depot, Van Buren and Sherman streets, in the vicinity of the Board of Trade. Every arrangement is made here for the comfort and accommodation of the patrons of the railway. There are large and comfortably furnished waiting rooms for ladies and gentlemen, atttendants to look after the wants of women and children are always on hand, and depot agents furnish necessary information and see that no mistakes are made by strangers in the boarding of trains, etc., and all passenger trains stop at 22d Street depot to receive and deliver passengers, thus accommodating residents of the southern part of the city.

EQUIPMENT.—The equipment of the Lake Shore & Michigan Southern railway at the beginning of the year 1890 was as follows: First-class passenger cars, 139; second-class and smoking cars, 21; smoking and baggage (combined) cars, 11; emigrant cars, 20; postal cars, 21; postal and baggage (combined) cars, 12; baggage cars, 64; buffet cars, 2; dining cars, 3; total, 298.

Box cars, 11,908; stock cars, 1,467; platform cars, 1,509; coal cars, 3,772; ore cars, 50; total 18,706. Caboose cars, 259; derrick cars, 12; officers' cars, 5; dumper cars, 205; tool cars, 7; paymaster cars, 2; total, 490; grand total, all cars, 19,494. The number of locomotives available for service at the same time was 532. The locomotives and cars of the Michigan Southern Railway Company are maintained at the highest standard. The express trains of the road are composed of the finest first-class coaches built, magnificently constructed sleeping cars and sumptuous dining and buffet cars. The track is nearly all double and of heavy steel rail, said to be the best ballasted and smoothest running in the country. Trains make splendid time between Chicago and Cleveland and Cleveland and Buffalo, and accidents of late years on this line are something unheard of.

General Offices.—The general offices of the Lake Shore & Michigan Southern Railway Company are located as follows: Grand Central Depot, New York City; corner St. Clair and Seneca sts., Cleveland, Ohio; Van Buren Street Station, Van Buren and Sherman streets, Chicago.

Government Fast Mail Route.—By reason of its being the only unbroken all-rail line between Chicago and New York, the absence of heavy grades or curves, and possessing adequate equipment for prompt and reliable service necessary in the handling of the mails, this line has been selected by the Government as the route of the fast mail trains between Chicago and New York. Three trains devoted exclusively to carrying the mails are now in service, and make the run between the two cities above mentioned in about twenty-five and one-half hours.

Lines Operated.—The lines covered and operated by the Lake Shore & Michigan Southern Railway Company are as follows: Miles—1889: Main line, Buffalo, N. Y., to Chicago, Ill , 540.49; L.S. & M.S.Ry.'s branches (five), 318.66; total L. S. & M. S. Ry., 859.15. Four proprietary roads, 227.67; five leased roads, 322.73; total miles of system, 1,409.55. Second track, 314.44; sidings, 594.29; total miles of tracks, 2,318.28. Total miles of track laid with steel, 1,989.48. Per cent. of steel, 85½.

Points Reached.—In general the visitor will take the Lake Shore & Michigan Southern railway for all points of interest and importance in Michigan, such as Kalamazoo, Grand Rapids, Lansing, Jackson, Ypsilanti, Monroe, Trenton and Detroit; for all points of interest and importance in Northern Ohio, such as Toledo, Fremont, Millbury, Monroeville, Elyria, Berea, Cleveland and Youngstown; for points of interest and importance in Pennsylvania, such as Oil City, Erie, Girard, Dunkirk, etc.; for all points of importance in New York, such as Buffalo, Niagara Falls, Rochester, Syracuse, Albany, Troy and New York City; for all points in Massachusetts, such as Springfield, Worcester and Boston, and for all points in the North New England States, as well as in New Jersey, Rhode Island, Maryland, etc. The Lake Shore connects directly with the New York Central & Hudson River railroad, and passengers to the East over this line enjoy all the advantages of witnessing the magnificent scenery of the Hudson river; it also connects directly with the Boston & Albany railroad, passing through the famous Berkshire Hills, thus affording passengers the speediest and most interesting route between Chicago and Boston, and all points in New England.

Principal Officers.—The principal officers of the Lake Shore & Michigan Southern Railway Company are: William K. Vanderbilt, Chairman of the Board, New York; John Newell, President and General Manager, Cleve-

land, Ohio; Addison Hills, Assistant to the President, Cleveland, Ohio; E. D. Worcester, Vice-President and Secretary, New York; A. J. Smith, General Passenger and Ticket Agent, Cleveland, Ohio; C. K. Wilber, Western Passenger Agent, Chicago.

TRAIN SERVICE.—Via the Lake Shore & Michigan Southern Ry. there are six through trains from Chicago to the East with through sleepers to New York and Boston. Afternoon trains from Chicago reach New York, Boston and New England points the following afternoon; the evening trains the second morning. One of the special features of the service provided by this line is the "Chicago and New York Limited" which makes the run between these two points in twenty-five hours. The train is equipped with Wagner Perfected Vestibules, enabling passengers to pass to and from the different cars without exposure or danger. Among the novel features of the train should be mentioned the buffet library and smoking car, handsomely furnished with easy chairs, couches, etc., a well stocked library of standard works, also the current literature of the day. In this car will also be found a bath room and barber shop. The latest addition is the Private Compartment car, the first real innovation in sleeping car service in many years, providing apartments single or en-suite, supplied with hot and cold running water, closet, etc. No other line runs similar cars. The entire train is lighted by gas and in the winter heated by steam. All meals are served in the dining car, which is attached at convenient hours.

Louisville, New Albany & Chicago Railway.—Known as the "Monon Route." A direct and pleasant route between Chicago and Cincinnati, and Chicago and Louisville, and Chicago and Indianapolis and the South. Principal officers in Chicago: William L. Brefogle, president; William F. Black, general manager; W. H. McDoel, traffic manager; James Barker, general passenger agent. General offices, Monon block. Depot, Dearborn Station, foot of Dearborn st. The trains of this company are all splendidly equipped, make good time and travel with safety and comfort to the passengers.

Michigan Central Railroad.—If the Michigan Central railroad were constructed for no other purpose, and accomplished no greater end than that of affording the world an opportuntly of witnessing nature's masterstroke, the Falls of Niagara, as it is revealed to travelers from the windows of its sumptuous vestibuled trains, it would not have been built in vain. Hundreds of thousands have seen the mighty cataract for the first time from "Falls View" on this road, while the locomotive paused and panted in the presence of the magnificent spectacle; and hundreds of thousands will so witness it in the future, for while it may have been true in the remote past that all roads led to Rome, it is unquestionably true in the present that but one road leads to Niagara. The very name of the Michigan Central has become so closely identified with America's greatest natural attraction, that it is difficult to think, much more so to write, of one without thinking of the other, Of the people who will flock to Chicago from all portions of the globe, civilized and semi-civilized, during the next three years, a very large proportion of them will be desirous of seeing Niagara before they return to their native countries. Whether coming from the East or going from the West, they are advised here to take the Michigan Central route. But, Niagara is not the only point of interest on the Michigan Central railroad, nor is the business of the road limited to the carriage of passengers to and from that wonderful waterfall.

THOMSON-TAYLOR SPICE CO.'S BUILDING.

CENTRAL DEPOT.—The Michigan Central depot is located at the foot of Lake and Randolph sts. (See Illinois Central Railroad).

EQUIPMENT OF THE ROAD.—In construction and equipment the Michigan Central railroad is not excelled by any road in the country. Its locomotives and rolling stock generally are of recent design and construction, and are maintained at a high standard of excellence. Its principal express trains between Chicago and the East, are all vestibuled and composed of combination baggage and library, buffet cars, first-class passenger coaches, dining cars and Wagner sleepers. The traveler is surrounded with every luxury possible, and the trip over the road is so enjoyable, because of the superior construction of the road-bed, the comforts of the train itself and the scenery through which it passes, that the time flies rapidly, and one regrets that the end of the journey is so soon reached.

GENERAL OFFICES.—The General Offices of the Michigan Central are located as follows: Grand Central depot, New York City; foot of Third st., Detroit, Mich.; Adams Express Building, 185 to 189 Dearborn st., Chicago, Ill.

PASSENGER DEPARTMENT.—As the visitor will probably have to do with the passenger department of the road exclusively, it is suggested that, with reference to arrangements for special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., he call upon, or communicate with Mr. O. W. Ruggles, the General Passenger and Ticket Agent, Adams Express Building, 185 to 189 Dearborn st., Chicago, Ill.

POINTS ON THE ROAD.—Whether coming from the East or going from the West, the visitor will take the Michigan Central railroad for Niagara Falls. Five trains leave the Central Station in the city daily during the summer season for Niagara, intermediate points, and points beyond; as many leave Buffalo coming West. These trains pass through the most interesting portion of Ontario, the richest province of the Canadian Dominion, lying between Niagara and Detroit, and through the most fertile and populous portions of the State of Michigan. Take this road for points in Northern Michigan, Niles, Kalamazoo, Battle Creek, Jackson, Ann Arbor and Detroit; for points in Canada—Windsor, Ridgetown, St. Thomas, Waterford, Hagersville, Welland, Niagara-on-the-Lake, etc. Take this road for Buffalo, N. Y., where connection is made with the New York Central and Hudson River railroad (over which its through cars run to New York and Boston), as well as with all other diverging lines of rail. Take this road for all the great health and summer resorts of Northern Michigan, including Macinac Island, one of the most charming spots on the continent, where everything that can add to the pleasure and comfort of the tourist, in the way of hotel accommodations, etc., is to be found; for Mount Clemens and St. Clair Springs, whose baths have become famous; for Sister Lakes, Ypsilanti, etc., etc. The company will furnish time tables and guide books free on application at its ticket offices.

PRINCIPAL OFFICERS.—The principal officers of the Michigan Central Railroad Company are: Cornelius Vanderbilt, chairman of the board, New York; H. B. Ledyard, president and general manager, Detroit; E. D. Worcester, vice president and secretary, New York; Henry Pratt, treasurer, New York; Robert Miller, general superintendent, Detroit. The principal officers in Chicago are: O. W. Ruggles, general passenger and ticket agent; A. Mackay, general freight agent.

TIME OF TRAVEL.—The time consumed in travel over the Michigan Central between Chicago and principal Eastern points is shown in the following specimen table. The time card is for the North Shore limited train, No. 20, but calculations may be based upon the time which this train makes for all other express trains:

The North Shore Line, Limited. Eastward.

Lv. Chicago via Michigan Central (Central time)	12:20 p. m.
" Chicago, Twenty-second st	12:28 p. m.
" Hyde Park (stop only on signal)	12:40 p. m.
" Michigan City	2:00 p. m.
" Niles	2:56 p. m.
" Kalamazoo	4:00 p. m.
" Battle Creek	4:30 p. m.
" Jackson	5:38 p. m.
" Ann Arbor	6:30 p. m.
Ar. Detroit	7:30 p. m.
Lv. Detroit	7:40 p. m.
" St. Thomas	11:00 p. m.
Ar. Buffalo	3:10 a. m.
Via New York Central & Hudson River.	
Lv. Buffalo (Eastern time)	4:20 a. m.
Ar. Rochester	6:00 a. m.
" Lyons	6:50 a. m.
" Syracuse	8:00 a. m.
" Utica	9:37 a. m.
" Albany	12:00 m.
" Hudson (Catskill m'nt'ns)	12:56 p. m.
" Poughkeepsie	1:55 p. m.
" Fishkill (Newburgh)	2:30 p. m.
" Garrison (West Point)	2:43 p. m.
" New York, 138th street	3:50 p. m.
" New York, G'nd Cent. St'n	4:00 p. m.
Via Boston & Albany.	
Lv. Albany	12:15 p. m.
Ar. Pittsfield	1:45 p. m.
" Springfield	3:18 p. m.
" Worcester	4:51 p. m.
Ar. Boston	6:00 p. m.

Passengers for Niagara Falls, however, will be landed at their destination at a more seasonable hour by taking a later afternoon train or a night train from Chicago. The New York Vestibuled, leaving here at 3:10 P. M., arrives at Niagara Falls early the next morning, and the fast Atlantic Express, leaving here at 10:10 P. M., arrives in time to give the visitor a half day at the falls, and enables him to proceed upon the journey to New York or Boston the same night. The following condensed time-table of these trains shows the through time from Chicago to New York and Boston and the principal intermediate points:

CONDENSED TIME-TABLE, IN EFFECT MCH., 1891.	N. Y. Vestibuled.	FAST ATL. EXP.
Lv. Chicago (foot Lake st), Central time	3:10 p. m.	10:10 p. m.
" Twenty-second st	3:18 p. m.	10:22 p. m.
" Hyde Park (on signal)	3:30 p. m.	10:30 p. m.
" Kensington	3:45 p. m.	10:55 p. m.
" Michigan City	4.48 p. m.	12:25 a. m.
" Niles	5:50 p. m.	1:45 a. m.
" Kalamazoo	7:04 p. m.	3:35 a. m.
" Battle Creek	7:37 p. m.	4:29 a. m.
" Jackson	8:52 p. m.	6:25 a. m.
" Ann Arbor	9:45 p. m.	7:50 a. m.
Ar. Detroit (foot 3d st.)	10:45 p. m.	9:20 a. m.
Lv. Detroit	10:55 p. m.	9:50 a. m.
" St. Thomas	2:05 a. m.	12:50 p. m.
Ar. Falls View	4:57 a. m.	3:37 p. m.
" Niagara Falls, Ont	5:04 a. m.	3:44 p. m.
" Suspension Bridge	5:17 a. m.	3:56 p. m.
" Niagara Falls, N. Y	5:35 a. m.	4:13 p. m.
" Buffalo (Central time)	6:25 a. m.	4:55 p. m.
" Buffalo (Eastern time)	7:25 a. m.	5:55 p. m.

TIME-TABLE CONTINUED.

Lv. Buffalo, N. Y. C. & H. R. R. R. (Eastern time)	7:45 a. m.	6:10 p. m.
Ar. Rochester	9:55 a. m.	8:10 p. m.
" Lyons	10:55 a. m.	9:05 p. m.
" Syracuse	12:15 p. m.	10:10 p. m.
" Utica	2:05 p. m.	11:54 p. m.
" Schenectady	4:14 p. m.	1:55 a. m.
" Saratoga, D. & H. C. Co	6:20 p. m.	.....
" Albany	4:50 p. m.	2:30 a. m.
" Poughkeepsie	6:55 p. m.	4:40 a. m.
" New York (138th st. station)	8:39 p. m.	6:50 a. m.
" New York (Grand Central depot)	8:50 p. m.	7:00 a. m.
Lv. Albany, Boston & Albany R. R.	5:00 p. m.	2:50 a. m.
Ar. Pittsfield	6:32 p. m.	4:40 a. m.
" Springfield	8:05 p. m.	6:25 a. m.
" Worcester	9:54 p. m.	8:22 a. m.
" Providence	8:40 a. m.	11:25 a. m.
" Newport, via N. & W	1:00 p. m.	3:55 p. m.
" Boston (Kneeland st.)	11:07 p. m.	9:40 a. m.

At Detroit and St. Thomas, connection is made for Toronto, Ottawa, Montreal, Quebec and other Canadian points. At Suspension Bridge and Niagara Falls, connection is made with the R. W. & O. R. R. for the Thousand Islands and the St. Lawrence and the Adirondack wilderness of Northern New York. At Suspension Bridge and at Buffalo connection is made with the great four track New York Central & Hudson River Railroad for points East, and at Buffalo, also with numerous other rail lines diverging in every direction. At Schenectady and Albany, connection is made for Saratoga Springs, Lake George and Adirondack Mountain resorts. At Worcester, with Providence and Newport and the Southern New England coast, and the White Mountains to the North.

TICKET OFFICE.—The city ticket office of the Michigan Central railroad is located at 67 Clark st., southeast corner of Randolph st, opposite the Court House, in the business center of the city. Here the visitor may purchase tickets to all points on the road, or to any point on connecting roads, sleeping-car tickets, etc., and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter containing general information regarding this line, tourist routes, time tables, etc., may be had free on application.

New York Central and Hudson River Railroad.—The connecting link between the Vanderbilt railroads of the West and New York City. Connects at Buffalo and Albany with all railroads from the West, taking the Northern route. Number of miles operated, 1,420.64. Officers: Cornelius Vanderbilt, chairman of the board; Chauncey M. Depew, president; Charles C. Clarke, first vice-president; Horace J. Hayden, second vice-president; H. Walter Webb, third vice-president; Edwin D. Worcester, secretary; Edward V. H. Rossiter, treasurer. General office, Albany, New York. New York office, Grand Central Station. Earnings for the year ending June 30, 1890, $27,263,202.30; expenses, $18,118,948.59. Number of passengers carried during the year, 13,115,397; number of tons of freight carried, 12,202,346. Average speed of ordinary passenger trains, including stops, twenty-eight miles per hour. Aver-

age speed of express trains, including stops, thirty-eight miles per hour. The New York Central & Hudson River railroad traverses the most beautiful stretch of country east of the Alleghany mountains. The scenery along the Hudson river has been described so often that it is hardly worth while going into it here. It is picturesque and beautiful. The trains of the Lake Shore & Michigan Southern railway and the Michigan Central railroad connect directly with the Hudson River line, and pass over its tracks without change. [See Lake Shore & Michigan Southern railway and Michigan Central railroad.]

New York, Lake Erie & Western Railroad.—The main stem of the Erie railway system is one of the most important lines of communication between the Atlantic seaboard and the great lakes. The system embraces the New York, Lake Erie & Western railroad, 1,029.10 miles; the New York, Pennsylvania & Ohio railroad, 576.82 miles; the Chicago & Erie railroad, 269.80 miles; the Buffalo & Southwestern railroad, 66.36 miles; the Tioga railroad, 64.73 miles, and the New York, Lake Erie & Western coal and railroad, 51.54 miles; total, 2,056.35 miles.

Chicago Connection.—The Chicago connection of the New York, Lake Erie & Western railroad, or the Erie railway system, is the Chicago & Erie railroad (late Chicago & Atlantic). All passenger trains are run through without change from Chicago to the principal points covered by the Erie system.

Depot.—All trains of the New York, Lake Erie & Western railroad (Chicago & Erie railroad) arrive at and depart from the magnificent passenger depot known as Dearborn Station, foot of Dearborn st., corner of Polk st. and Third ave. Take State st. cable cars. Here every arrangement is made for the convenience and accommodation of patrons. There are large and handsomely-furnished waiting rooms for ladies and gentlemen. Attendants to look after the wants of women and children are always on hand, and depot agents furnish necessary information and see that no mistakes are made by strangers in the boarding of trains, etc.

Earnings.—The gross earnings of the Erie system for the year ending September 30, 1890, were $26,454,833.83; the working expenses were $19,505,950.81; the net earnings were $6,948,883.02. There were carried during the year of merchandise freight 6,719,144 tons, being 1,012,158 tons and 297,060,505 ton-miles more than in 1889; 1,743,721 tons and 395,997,290 ton-miles more than in 1888; 1,559,042 tons and 293,183,394 ton-miles more than in 1887; 1,920,384 tons and 376,652,913 ton-miles more than in 1886; 2,602,897 tons and 489,605,774 ton-miles more than in 1885. The total number of passengers carried during the year was 11,421,734, much the largest in the company's history, the increase over the previous year being 1,314,428, of which 18,559 were through passengers and 1,295,869 local. It will be seen by the above figures that the growth in the business of the Erie system is enormous. The present honest and capable management has won the confidence of the public and is rapidly restoring the Erie to the position which it once held—that of being among the best managed, best equipped and most profitable railroad properties in the country. It is necessary to say here that the business done by the Chicago & Erie (late Chicago & Atlantic) for 1890 is not included in the above figures. The Erie system has but recently come into possession of the last-named line.

Equipment, Etc.—The New York, Lake Erie & Western railroad is equipped completely in the most modern fashion. Its trains are among the

finest leaving New York or Chicago. Some of its cars are sumptuous; the vestibuled through express trains are composed of elegant day coaches, sleepers, buffet and dining cars. The tracks are of steel and are maintained in the highest condition. The fastest time between Chicago and New York is made over this line without inconvenience to passengers and without the possibility of danger.

General Offices.—The general offices of the Erie railway system are located in New York, Cleveland and Chicago. The offices in this city are located in the Phenix building, corner Clark and Jackson sts.

Passenger Department.—As the visitor will probably have to do with the passenger department of this railroad exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special routes or tours, he will call upon, or communicate with, Mr. W. C. Rinearson, General Passenger Agent, New York City, or with Mr. D. I. Roberts, Assistant General Passenger Agent, Phenix building, Chicago.

Points Reached.—In general the visitor will take the Erie route for all points in the East. With its main line and branches it has Western terminals at Chicago and Cincinnati, the roads from these cities uniting at Marion, Ohio. Take this line for points in Northern Indiana. For Lima, Dayton, Derbin, Springfield, Urbana, Marion, Galvin, Mansfield, Ashland, Creston, Sterling, Kent, Ravenna, Solon, Garrettsville, Braceville, Leavittsburg, Warren, Leetonia, Niles and Youngstown, O.; also for Cleveland, Ohio, and Pittsburg, Pa.; also for Newcastle, Sharon, Shenango, Greenville, Oil City, Franklin, Meadville and Union City, Pa.; also for Jamestown, Chautauqua Lake, Randolph, Salamanca and Buffalo, New York. Take this line for Niagara Falls, for Rochester, Elmira, Binghamton, Port Jervis and New York City. Take this line for Albany, New York, Boston, Mass., and all points in the New England States, and, in fact, for all points north and south, on the Atlantic seaboard.

Principal Officers.—The principal officers of the New York, Lake Erie & Western Railroad Company are: John King, President, New York; E. B. Thomas, First Vice-president; Andrew Donaldson, Third Vice-president, New York; J. H. Barrett, Superintendent of Transportation, Jersey City; A. M. Tucker, General Manager, Cleveland, Ohio; J. C. Moorehead, General Superintendent, Cleveland, Ohio; Edward White, Treasurer, New York; W. Farrington, Auditor, New York; W. C. Rinearson, General Passenger Agent, New York; D. I. Roberts, Assistant General Passenger Agent, Chicago.

Ticket Office.—The ticket office of the New York, Lake Erie & Western raiload (Chicago & Erie railroad) is located at 107 South Clark street, in the business center. Here the visitor may purchase tickets to all points covered by the Erie system and connecting lines, secure sleeping-car berths, and obtain all necessary information concerning the arrival and departure of trains, rates of fare, etc. Here, also, printed matter, containing general information regarding the lines covered by the system, time tables, etc., may be had free on application.

Northern Pacific Railroad.—Chicago is now practically the eastern terminus of the great system of railroads owned, controlled and operated by the Northern Pacific Railroad Company. Through trans-continental trains, passenger and freight, arrive at and depart from the Grand Central depot in

this city. The contract entered into on April 1, 1890, between the Wisconsin Central Lines and the Northern Pacific Railroad Company, whereby the latter obtained a lease of all the lines of railroad owned and controlled by the Wisconsin Central Companies, between the cities of Chicago and St. Paul and Ashland, including the lines of railroad, real estate and terminal facilities of the Chicago & Northern Pacific Railroad Company, gave the Northern Pacific Railroad Company a complete line from Chicago to St. Paul (its former terminus) and at the same time gave to Chicago complete and uninterrupted connection with all points covered by the trans-continental system. (See Wisconsin Central Lines.) The importance of this consolidation of interests is well understood and fully appreciated in Chicago. The Northern Pacific is one of the most perfectly managed railroad properties on the continent; it penetrates a country rich in natural resources; it is developing a territory that will be populated by millions of sturdy and prosperous people in the near future and the advantage to be derived by Chicago from unbroken communication and direct commercial intercourse with these people can hardly be over-estimated.

Business of the Company.—The earnings of the Northern Pacific Railroad Company for the year ending June 30, 1890, including receipts from leased and branch lines, but not including the Wisconsin Central [see Wisconsin Central Lines], were: From freight traffic, $15,600,319.72; from passenger traffic, $6,167,701.60; from mail, express and miscellaneous traffic, $842,481.46; total, $22,610,502.78. The operating expenses amounted to a total of $13,089,136.88; taxes to $374,609.49, making a total for expenses of $13,463,746.37, and leaving net earnings of $9,146,756.41. During the same period the company hauled 2,877,978 tons of freight and carried 777,223 east-bound and 829,274 west-bound passengers, a total of 1,606,497.

Depot.—All trains of the Northern Pacific railroad arrive at and depart from the Grand Central depot, Harrison st. and Fifth ave. [See Wisconsin Central Lines; also see illustration.] Here every arrangement is made for the comfort and convenience of the company's patrons. Attendants to see to the wants of women and children are always on hand. Depot agents give all desired information and see that no mistakes are made by strangers in boarding trains, etc.

Equipment, Etc.—The equipment of the Northern Pacific railroad is most extensive and complete, and is unexcelled by that of any other railroad in existence. Travelers over this magnificent system are assured here that every comfort and safeguard known in modern railroading is provided for them. The through trains leaving Chicago and St. Paul are superb in their make-up, are vestibuled, and consist of Pullman first-class and tourist sleepers, dining room and buffet cars, and first and second-class passenger coaches. From the following figures the visitor will be able to obtain an idea of the general equipment of the system. The company has 564 locomotives, sixty-three first-class coaches, forty-one second-class coaches, five third-class coaches, forty-five sleeping cars, sixty-three emigrant sleeping cars, twenty-four dining cars, sixteen combination passenger and baggage cars, 106 baggage, mail and express cars, seven business cars, eight superintendent's cars, 550 furniture cars, 7,832 box cars, 220 refrigerator cars, forty-three beer cars, fifteen fruit cars, 856 stock cars, 3,332 flat cars, fourteen oil tank flat cars, 272 oil cars, 568 coal cars (four wheels), 1,222 coal cars (eight wheels), 216 logging trucks, 300 caboose cars, four ferry cars, eighty-eight boarding cars, one painters' car, one scale test car, ten pile drivers, twelve steam shovels, two stone der-

ricks, nine wrecking cars, fifteen tool cars, one car snow plow, four rotary snow plows, 1,260 hand and push cars, seventy-seven velocipede cars, five steamers, two barges.

GENERAL OFFICES.—The general offices of the Northern Pacific Railroad Company are located at 35 Wall st., New York City, and at St. Paul, Minn. The system is operated from the St. Paul offices.

PASSENGER DEPARTMENT.—Those desiring information as to tickets, passenger rates, special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., should call upon or communicate with Mr. Charles S. Fee, General Passenger and Ticket Agent, general offices North ern Pacific Railroad Company, St. Paul, Minn.

POINTS REACHED.—In general the visitor will take the Northern Pacific railroad for all points on the line of the Wisconsin Central railroad between Chicago and St. Paul, and for all points in the western and northwestern portions of the United States. The road either reaches direct or by connection every point of interest or importance in Wisconsin, Minnesota, North and South Dakota, Montana, Idaho, Oregon, Washington Nevada, California and British Columbia. It is the most direct route to the wonderful Puget Sound country, and takes in the prosperous cities of Portland, Tacoma, Seattle and Victoria. On the road the traveler may stop off at Helena, Montana's business and banking center, Butte, the greatest mining town in the world, Spokane Falls, the magnificent city of Eastern Washington, where he will be amazed at the elegant buildings and general prosperity of the people. The Northern Pacific penetrates the famous Cœur d'Alene mining country, the wonderful forests of Oregon and Washington, and the beautiful agricultural country lying between the Western slope of the Rockies and Puget Sound. West of Helena the road winds around the peaks and crosses the grand "divide" of the Rocky mountains, where scenery may be witnessed as rugged and picturesque as any on the continent. Take the Northern Pacific for the following principal towns in Minnesota, Dakota, Manitoba, Montana, Washington and British Columbia: St, Paul, Minneapolis, Little Falls, Duluth, West Superior, Brainerd, Wadena, Winnipeg Junction, Glyndon, Moorhead, Fargo, Grand Forks, Pembina, Winnipeg, Casselton, Valley City, Jamestown, Bismarck, Mandan, Helena, Garrison, Missoula, Hope, Spokane Falls, Sprague, Pasco Junction, Wallula Junction, Tacoma, Seattle, Portland, Victoria and Vancouver. The following is the westward train service of this railroad:

The "Pacific Mail" leaves Chicago at 10:45 P. M., daily; St. Paul at 4:15 P. M.; Minneapolis, 4:55 P. M. Vestibuled Pullman palace sleeping cars, Chicago to Portland, via both Wisconsin Central lines and Chicago, Milwaukee & St. Paul railway, Chicago to St. Paul; vestibuled Pullman palace sleeping car, St. Paul to Portland; Pullman tourist sleeping car, Chicago to Portland, via the Wisconsin Central; vestibuled dining car, St. Paul to Portland; free colonist sleeping cars, St. Paul to Portland; Pullman tourist sleeping car, St. Paul to Portland; Pullman palace sleeping car, Seattle and Tacoma to Portland; first and second-class coaches, St. Paul to Portland. The Pullman palace sleeping cars, via Wisconsin Central lines, run through Helena; Chicago, Milwaukee & St. Paul, through Butte.

"The Minnesota and Dakota Day Express" leaves Chicago at 5:00 P. M., daily; St. Paul, 8.15 A. M., daily except Sunday; Minneapolis, 8:45 A. M., via Brainerd. First and second-class day coaches, St. Paul and Minneapolis to Brainerd, Glyndon, Moorhead and Fargo.

"The Minnesota and Dakota Night Express" leaves St. Paul, 8:00 P. M.; Minneapolis, 8:35 P. M., daily; Pullman palace sleeping car, St. Paul to Glyndon, Moorhead and Fargo; Pullman palace sleeping car, Duluth to Glyndon, Moorhead and Fargo; Pullman palace sleeping car, St. Paul to Fergus Falls, and Wahpeton; Pullman palace sleeping car, St. Paul to Grand Forks, Grafton and Winnepeg. Dining car, Winnepeg Junction to Pembina; first and second-class coaches, St. Paul to Fergus Falls, Wahpeton, Grand Forks, Grafton, Winnipeg, Glyndon, Moorhead, Fargo, Casselton, Jamestown and intermediate points.

"The Dakota Express" leaves Duluth, 7:45 P. M., daily; Pullman palace sleeping car, Duluth and West Superior to Fargo and Moorhead; first and second-class day coaches, Duluth to Staples. This train connects with No. 7 at Staples.

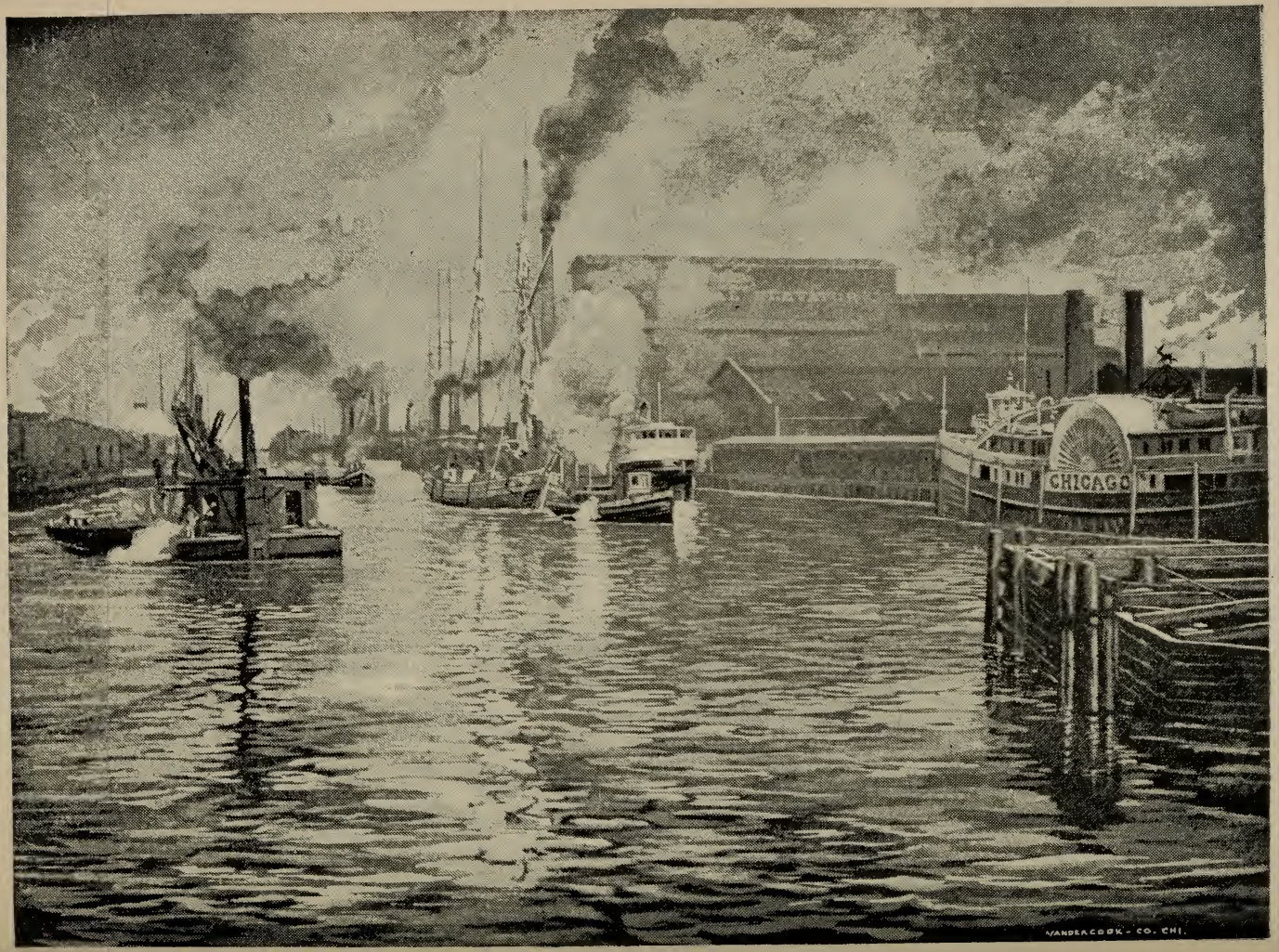
"The Pacific Mail" leaves Duluth, 3:30 P. M., daily; first and second-class day coaches, Duluth and West Superior to Brainerd and Staples. This train connects at Staples with train No. 1 "Pacific Mail."

A train on the Wisconsin division leaves Ashland 8:30 A. M., daily; arriving at Duluth, 11:35 A. M. Through Pullman palace sleeping cars and first and second-class day coaches, Chicago to Duluth, via Wisconsin Central lines, Chicago to Ashland.

PRINCIPAL OFFICERS.—The principal officers of the Northern Pacific Railroad Company are: Henry Villard, chairman of the board, New York; T. F. Oakes, president, New York; J. B. Williams, vice-president, New York; C. H. Prescott, second vice-president, Tacoma, Wash.; George S. Baxter, treasurer, New York; G. H. Earl, secretary, New York; N. C. Thrall, assistant to president, St. Paul; W. S. Mellen, general manager, St. Paul; J. M. Hannaford, general traffic manager, St. Paul; Newman Kline, assistant to general manager, St. Paul; E. C. Kimberly, general superintendent, St. Paul; Charles S. Fee, general passenger and ticket agent, St. Paul; James C. Pond, assistant general ticket agent, St. Paul; B. N. Austin, assistant general passenger agent, St. Paul; S. L. Moore, general freight agent, St. Paul.

TICKET OFFICE.—The central ticket office of the Northern Pacific railroad is located at 210 Clark st., where tickets to all points covered by the system, sleeping berths, and all necessary information regarding the arrival and departure of trains, rates of fare, etc., may be obtained. Here, also, printed matter, containing general information regarding the points covered by the system, time tables, etc., may be had free on application.

Pennsylvania Lines.—All trains of the Pennsylvania Company, including the "Pittsburg & Fort Wayne" and "Panhandle Route," arrive at and depart from the Union depot, Canal and Adams sts., West Side. The Pennsylvania Company covers all points in the Middle and Eastern States, east of Chicago. The train service is very complete. On the Panhandle route, train No. 18, leaving Chicago at 9:45 A. M. daily, carries passenger coaches and a Pullman buffet parlor car from Chicago to Louisville. It connects with the fast express trains of the Western and Northwestern railways that arrive at Chicago in the morning, and forms a link in the chain of the through car service. This train also carries passenger coaches and a Pullman buffet parlor car from Chicago to Cincinnati. Train No. 10, which leaves Chicago at 8:20 P. M., carries passenger coaches and a Pullman sleeping car from Chicago to Louisville; also a Pullman sleeping car from Chicago to Indianapolis, in which passengers may remain until 7 A. M. This train also



A SCENE ON THE RIVER

carries passenger coaches and a Pullman sleeping car from Chicago to Cincinnati. Train No. 8 leaves Chicago daily at 3:15 P. M. for Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York. Train No. 2 leaves at 5. P. M. for the same points.

Union Pacific Railroad.—The title which this great transcontinental highway bears is not sufficient to convey an adequate idea of its real importance to the visitor. It is not merely a railroad but an immense system of great railroads which penetrate, develop and serve almost the entire section of the United States lying west of the Missouri river. Originally a single track line from Omaha, Neb., to Ogden, Utah, merely a feeder for the Central (now the "Southern") Pacific Railroad, with no outlet to the Pacific ocean, no feeders of its own, and dependent almost entirely for its revenue upon through traffic between Omaha and Ogden, it has grown to the mighty proportions of a system with its own outlet to the Pacific Coast, its own feeders branching out in every direction and covering every point of importance in the mighty West, and with more business on its hands constantly than with its wonderful facilities and most complete equipment it can easily keep up with. The Union Pacific Railroad may be numbered among the lines which Chicago claims as her own, for, by a contract arrangment with the Chicago & North-Western Railway, its Eastern terminus is now practically in this city. [See Chicago & North-Western Railway.] Through trains, freight and passenger, both ways, are now run daily by the Union Pacific railroad between Chicago and its principal Western terminal points.

Condition of the Road.—The number of miles of track operated by the Union Pacific system is over 8,000. A great part of this track is laid with the heaviest steel rails. The road-bed is maintained in the very highest condition. There is no better stretch of track in the world than that between Omaha and Ogden. Wooden have long since given place to iron and steel bridges. Trains between Omaha and Cheyenne make from 60 to 70 miles per hour with entire safety, and without the slightest inconvenience to the traveler. The remarkable speed made by trains on the Union Pacific system has attracted universal attention. Perhaps nothing that could be said would speak more plainly or more highly for the condition of the Union Pacific tracks and the care with which the system is managed than the fact that the life of a single passenger, out of the millions carried, was not lost during the year 1890.

Depot.—All trains over the Union Pacific railroad arrive at and depart from the Wells St. depot, Wells and Kinzie sts., North Side. [See Chicago & North-Western Railway]. Here every arrangement is made for the convenience and comfort of the company's patrons. Attendants see to the wants of women and children. Depot agents give all required information and prevent mistakes by strangers in boarding trains, etc.

Equipment, Etc.—The equipment of the Union Pacific railroad is perfect. Its machinery is all modern, the greater part of it is new and it is maintained at the highest standard. The through trains of the Union Pacific are not surpassed by those of any other road on the continent. Solid vestibuled day and night trains leave the various terminals of the system, east and west, daily, on which every comfort and convenience may be enjoyed by the traveler. Reference to the train service of the company will satisfy the visitor as to the thoroughness with which all accommodations are provided.

General Offices.—The chief executive and accounting offices of the Union Pacific Railroad Company are located in the Equitable building, Boston,

Mass. The general management of the road is conducted from the Union Pacific Railroad Company's building, Omaha, Neb.

PASSENGER DEPARTMENT.—As the visitor will probably have to do exclusively with the passenger department of the Union Pacific railroad, it is suggested that with reference to the engagement of special cars, special trains, the accommodation of large parties, or the mapping out of special tours, he communicate with Mr E. L. Lomax, General Passenger and Ticket Agent, Omaha, Neb.

POINTS REACHED.—The Union Pacific railroad has practically five terminals on the Missouri river: Council Bluffs, Iowa; Omaha, Neb.; St. Joseph, Mo.; Leavenworth, Kansas, and Kansas City, Mo. Trains either run direct from all these cities to all points West, Southwest and Northwest, covered by the system, or make connection with through trains westward-bound from Omaha and Kansas City. The system extends to and covers all points of interest and importance in the States and Territories of Nebraska, Kansas, Colorado, Wyoming, Utah, Idaho, Montana, Nevada, California, Oregon and Washington, and has direct connection with points in British Columbia and the Republic of Mexico. The visitor will take the Union Pacific railroad, via Omaha, for Elkhorn, Fremont, Schuyler, Columbus, Grand Island, North Platte, Sidney and all intermediate points in Nebraska; for Cheyenne and Laramie and all intermediate points in Wyoming; for Ogden and Salt Lake City and all intermediate points in Utah; via Granger for Soda Springs, McCammon, Pocatello, Shoshone, Boise City, Idaho City and all intermediate points in Idaho; for Huntington, Pendleton, the Dalles of Columbia, Portland and all intermediate points in Oregon; for Tacoma, Seattle and Port Townsend (by rail and water) and all intermediate points in Washington, and for Victoria and Vancouver, British Columbia, by the company's magnificent line of Puget Sound steamers. Take this line, via Council Bluffs, Omaha and Cheyenne, for Greeley, La Salle, Denver, Colorado Springs, Pueblo and Trinidad, and all intermediate points in Colorado; for Folson, Mount Dora, Texline and all intermediate points in New Mexico; and for Washburn, Wichita Falls, Henrietta, Fort Worth and all intermediate points in Texas. Or the visitor will take the Union Pacific railroad, via Council Bluffs, Omaha and Ogden, and, via Southern Pacific railroad, for Sacramento and San Francisco, and all intermediate points. For the latter points the visitor has the choice of going north to Portland and the Puget Sound country, or south to Los Angeles and San Diego, Coronado Beach and National City, either direct or by way of all the beautiful summer and sea-side resorts on the Pacific coast, including Santa Cruz, Monterey, San Miguel, Elwood, Santa Monica, etc. The visitor may visit Portland, Tacoma, Seattle, Port Townsend and Victoria first, and take the Southern Pacific from the first-named city for San Francisco and Southern California, returning by way of Sacramento, and, via Ogden, travel over the Rio Grande railroad to Denver, and thence east, via Kansas City. Or the visitor, preferring to go west via St. Joseph, Mo., can take the Union Pacific railroad at that city, via St. Joseph and Grand Island railroad, and make connection with west-bound train from Omaha for all points mentioned above. Or the visitor may take the Union Pacific train at Kansas City direct for Denver, and make connection at Cheyenne or Ogden with trains on the main stem for the Northwest or Southwest. Or the visitor, desirous of seeing the greatest mining city on the globe, and the richest city of its size in the world, will be taken from Pocatello north to Butte and Helena, Montana, and all intermediate points; or,

leaving the main line for Portland, at Pendleton, the visitor will be taken to Spokane Falls, one of the most wonderful cities of the new Northwest. Briefly stated, the visitor has a choice of routes almost without limit over this system of railroads.

PRINCIPAL OFFICERS.—The principal officers of the Union Pacific Railroad Company are: Sidney Dillon, president, Boston, Mass.; L. S. Anderson, assistant to president, Boston, Mass.; Gardner M. Lane, second vice-president, Boston, Mass.; Thomas L. Kimball, third vice-president, Omaha, Neb.; S. H. H. Clark, general manager, Omaha, Neb.; William H. Holcomb, assistant general manager, Omaha, Neb.; James G. Harris, treasurer, Boston, Mass.; Alexander Miller, Secretary, Boston, Mass.; C. S. Mellen, general traffic manager, Omaha, Neb.; J. A. Monroe, assistant general traffic manager, Omaha, Neb.; Harvey Middleton, superintendent of machinery and motive power, Cheyenne, Wyo.; E. L. Lomax, general passenger and ticket agent, Omaha, Neb ; J. W. Scott, assistant general manager and ticket agent, Omaha, Neb.

SCENERY ON THE SYSTEM.—The scenery along the several lines composing the Union Pacific system is always interesting; at times it reaches the point of indescribable grandeur and beauty. Echo Canon, Utah, on the main stem, is incomparable. The scenery around Denver and Colorado Springs is superb. Nothing can be more picturesque than the scenery along the Columbia river. The tourist is more likely to be surfeited with magnificent scenery throughout his entire journey than he is to feel the want of it. Mountain and valley, gorge and canon, highland and plain, all have their own attractions for the traveler, and the sensations created in the breast of the lover of nature, as he gazes from a valley rich in summer verdure upon mountain peaks capped with perpetual snow, or from the mountain top, rugged and barren, where the winter blasts send a chill through his frame, on the delightful valleys which lie thousands of feet beneath him, can hardly be expressed in words.

TICKET OFFICE.—The central ticket office of the Union Pacific railroad in Chicago is located at 191 Clark st., near the general Postoffice. Here the visitor may purchase tickets to any point covered by the system or by its connections, secure sleeping car berths, etc., and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter containing general and useful information to the tourist and traveler, time tables, etc., may be had free on application.

TRAIN SERVICE.—The through train and sleeping car service westward from Council Bluffs (Omaha) and Kansas City is as follows: "The Pacific Express" leaves Council Bluffs, 7:10 P. M.; Omaha, 7:30 P. M., daily. Day coaches without change to Ogden; Pullman palace sleeping car, Council Bluffs to Cheyenne, connecting with similar cars for Ogden, Salt Lake City, San Francisco and Los Angeles; Pullman colonist sleepers without change, Council Bluffs to San Francisco and with but one change to Portland. "The Overland Flyer" leaves Council Bluffs, 2:35 P. M., Omaha, 2:50 P. M., daily. Through sleepers, Chicago to Denver, Portland and San Francisco, via Council Bluffs, connecting at Green River with similar cars for Butte; through sleepers, Council Bluffs to Salt Lake; Pullman dining cars, Chicago to Portland via Council Bluffs; Pullman colonist sleepers, Chicago to Portland, via Council Bluffs. "The Denver Express" leaves Council Bluffs, 10:00 A. M.; Omaha, 10:20 A. M., daily. Solid train runs through from Chicago to Denver, via Council Bluffs, consisting of smoker, day coaches,

free reclining chair cars, palace sleeping cars, and through dining car service; day coaches to Lincoln, Beatrice and intermediate points. "The Pacific Express" leaves Kansas City, 10:45 A. M., daily. Day coaches, free reclining chair cars, Pullman sleepers and Pullman dining cars, Chicago to Denver, via Kansas City; Pullman palace buffet sleeping cars, without change, St. Louis to Denver and Salt Lake City, via Kansas City; Pullman colonist sleepers without change to Portland, and with but one change to San Francisco. "The Western Express" leaves Kansas City, 9:20 P. M., daily. Day coaches without change to Denver; Pullman palace sleeping car without change to Denver and Cheyenne.

Wabash Railroad Company.—The St. Louis and Chicago line of this system, 290 miles in length, has grown in favor during recent years. It passes through some of the prettiest and most prosperous towns of Illinois, including Reddick, Forrest, Gibson, Mansfield, Decatur, Taylorville, Litchfield and Edwardsville. It crosses the river at St. Louis over the magnificent steel bridge constructed by James B. Eads. The Wabash line is well managed, handsomely equipped, and has a large patronage between Chicago and St. Louis.

Wisconsin Central Lines.—Although forming the connecting link between the Northern Pacific railroad system and Chicago, and although operated by the latter company as lessee, the Wisconsin Central lines, familiarly but incorrectly regarded by the public as the Wisconsin Central railroad, must be referred to separately. In April, 1890, a contract lease was made by and between the Wisconsin Central Company, the Wisconsin Central Railroad Company, and the Northern Pacific Railroad Company, whereby the latter company obtained a lease of all the lines of railroad owned and controlled by the Wisconsin Central lines between the cities of Chicago and St. Paul and Ashland, including the lines of railroad, real estate and terminal facilities of the Chicago & Northern Pacific Railroad Company in the City of Chicago, thus giving to the Northern Pacific Company a complete line from St. Paul to Chicago, with ample terminal facilities in the latter city. This combination of interests was deemed by the directors of the Northern Pacific of the utmost importance, as giving access to the City of Chicago by a line of its own ownership and possession, with unsurpassed terminal facilities. While the terms of the lease relieves the Wisconsin Central from operating details, it leaves the building of branches, feeders, and all extensions of, and permanent improvements upon, the Wisconsin Central lines, to be jointly agreed upon by the lessor and lessee, and to be actually constructed by the Wisconsin Central companies. The development of the land grant and management of the iron properties remain in the exclusive control of the Wisconsin Central Railroad Company. The Wisconsin Central, from its inception, has been peculiarly identified with Wisconsin, its growth and progress. Almost nine-tenths of the mileage of the system is within the borders of that State, and its principal offices are located at Milwaukee.

GRAND CENTRAL DEPOT.—No visitor to Chicago can escape having pointed out to him among the greatest attractions of the city, the magnificent Grand Central Depot, located at the corner of Fifth avenue and Harrison street. It is one of the best specimens of the highest type of modern architecture to be found in the world. Where this grand pile rises to-day the Bridewell or City prison stood years ago. The site was long given up to stone and coal yards; it was for years one of the most uninviting spots in the city. The erection of the Grand Central Depot has made it one of

the most attractive, and gradually the old buildings, which still stand in the vicinity, are giving place to structures which comport with the dignity and grandeur of the great railroad station. It is more familiarly known as the Wisconsin Central Depot than by any other name, and for that reason a description of it naturally comes here. [See Chicago and Northern Pacific Company; also illustration of Grand Central Depot.] The depot covers an area of three and six-tenths acres. The frontage on Harrison street is 226 feet, and on Fifth avenue, 680 feet. The foundation of the building consists of piling, the length of the piles being thirty feet under the lighter parts, and fifty feet under the main piers and the tower. The total length of piling driven was nine and one-half miles. Each pile under the tower carries a load of twenty-four tons. On the top of the piles are boxes of foot-square oak timbers bedded and filled with concrete. Next follows a course of foot-square oak timbers, four inches apart and filled in with concrete. An eighteen-inch concrete bed topped this, and on this bed the dimension stones are laid. The tower is 236 feet high from the foundation, is twenty-seven feet square, and weighs 6,000 tons. The first twenty-nine feet is built of Connecticut brown stone. There are fifteen stories in the tower, nine of which are used for offices, the upper four stories of these being reached by a special electrical elevator. The Seth Thomas clock is the second largest in the United States, having a dial thirteen and a half feet in diameter. The hours are struck on a 5-ton bell by a hammer weighing 250 pounds. The pendulum weighs 700 pounds. This clock electrically controls all the clocks throughout the depot. The flagstaff rises nearly sixty feet above the tower.

The main waiting room is an enormous apartment, seventy-one feet by 267, with a ceiling twenty-five feet high. The room projects twenty-seven feet west of the office building above, the floors and walls of which are carried on sixteen heavy steel columns twenty-four feet long and two and a half feet in diameter. Two hundred and forty incandescent lamps light this noble room. The floor is of Champlain, and the eight and a half foot wainscoting is of Tennessee marble. At the south end of the waiting room is the ladies' parlor, a handsomely furnished room, 32 feet by 40. An eight foot passageway leads from the center of the south end to the baggage rooms, and over this passage a double marble staircase leads up to the big dining room, 56x73 feet, on the mezzanine floor.

The characteristic features of the structure are the carriage court, the train shed, the rooms just described and the admirable new system for handling with swiftness and safety a large amount of traffic There are three great classes of passengers to be handled: Those leaving Chicago, including immigrants, who form a sub-class by themselves; those coming into Chicago, and suburban travelers. Each class has full space and accommodations without interfering with the others. Passengers arriving in the city pass directly to the carriage court and thence to the street. Outgoing passengers go directly from the waiting room to their trains, while separate entrances and exits are provided for the suburbanites. The emigrant room is 470 feet from the main entrance. The carriage drive is a court underneath the west wing of the building, and lies north of the train shed, opening on Harrison st., with three full arches, each thirty-seven feet span and twenty-one feet high. This court is 146x117 feet, and is surrounded on three sides by a sixteen-foot sidewalk. The floor of this court is supported on thirty piers and eighty cast-iron columns. In this lower space are two 330-horse-power boilers, three engines to run dynamos, the power for running the three hydraulic elevators and two

air compressors. The exhaust steam is used to heat the building. The engines furnish 550-horse-power and run five dynamos and two arc light machines with a total lighting capacity of 127,000 candles. The air compressors furnish the power to operate the switches, block signals, the drawbridge, and all crossing gates within four miles of the station. The train shed, as it is modestly called, consists of a single arched span of a radius of fifty-nine and one-half feet, making a clear span of 119 feet, with the roof projecting on either side a distance of thirteen and one-half feet, giving the shed a total width of 146 feet over all. The roof, of corrugated, galvanized steel and three-eighths inch ribbed glass, is supported on fifteen latticed steel arches, placed at forty foot centers, making the total length of the shed 560 feet. The sides are open for purposes of ventilation. The entire floor is covered with lithogen pavement, the four platforms being elevated ten inches above the rail. These platforms are nineteen feet wide, and between them are three pairs of tracks, each pair occupying twenty-three feet. Midway between each pair of tracks there is a nine-inch sewer, with numerous catch basins. A complicated and costly system of construction permits a stream of water to be turned on any part of the floor space, either platforms or tracks, the water escaping immediately to the sewer system below. Through the center of the shed runs a conduit for a steam-pipe to furnish heat to standing cars, and to carry a system of electric wires from all trains to the annunciator in the train starter's office. The lighting is done by sixty groups of incandescent lamps, ninety thirty-two-candle-power lamps at each end of arch, and seven powerful arc lights high up under the arches. Eleven tracks are employed in the passenger yard. Six tracks under the arch of the shed, and one east and another west—eight in all—are used exclusively for passenger traffic. The most easterly track is used for express matter, and the next two west of this are used for in coming and outgoing baggage. The most interesting thing about this great depot is the wonderful system of connecting up these tracks so as to gain the maximum efficiency in the space. This system is as follows: All of the switches between Twelfth st. and the train shed are conducted by a pneumatic interlocking system under the control of a man in a tower at Polk st., by means of a series of small levers, each of which is not over eight inches long. By these levers any switch can be set and the trainmen be signaled that the track is ready, but it is impossible to give a signal for a train to approach any switch point until the switch is in position and locked, and only when this is the case will the lever controlling the signal be unlocked so that the engineer will be notified to move ahead. The train starter notifies the man in the tower what particular switch is required, and when a train is ready to go out and on what track. This is accomplished by a clever device which automatically displays the yard in miniature simultaneously in the train master's office and in the signal tower. The drawbridge is interlocked in the same manner as any switch and before it can be unlocked and opened the derailing points on all the tracks approaching it must be opened. A beautiful automatic electro-pneumatic system is brought into play to handle the bridge switches and signals. A very complete and novel automatic pneumatic block signaling system, operated by the air compressors at the depot, controls the tracks out as far as the Panhandle crossing, something over four miles. An open switch, a broken rail or even a car standing on a side track at less than clearance distance displays block and danger signals. And in case of failure of the apparatus in any of its parts the signal goes to danger all along the line at once. The same system likewise operates all the crossing gates in the same distance.

Every arrangement is made here for the comfort and convenience of patrons. Attendants to see to the wants of women and children are always on hand. Depot agents give required information and see that no mistakes are made by strangers in boarding trains, etc. This great depot was opened to the public December 8, 1890.

Business of the Lines.—Since the Wisconsin Central Lines passed under the control of the Northern Pacific Railroad Company, its business has greatly increased. In the last report made by the general manager, Mr. S. R. Ainslie, covering the year ending June 30, 1890, the following figures were given: The gross earnings for the year were: From freight traffic, $3,437,205.54; from passenger traffic, $1,135,249.80; from mail, express and miscellaneous traffic, $207,889.33. Total earnings, $4,780,344.67. In making this report, Mr. Ainslie said: "The increase in gross earnings, amounting to $822,526.69, or nearly 21 per cent., is largely attributable to the alliance with the Northern Pacific Railroad Company, the increased earnings on business interchanged with that company amounting to $77,065.45 on passenger business, and $273,896.15 on freight business, a total of $350,961.60." The expenses of operating the lines during the same period were $2,970,157.18, making the net earnings $1,810,187.49. [See Northern Pacific Railroad for general statistics, regarding passengers carried, equipment, etc.]

Equipment, Etc.—The equipment of the Wisconsin Central lines is superb. It is maintained at the high standard which has made the Northern Pacific celebrated among American railroads. Its track is in perfect condition, permitting the highest rate of speed being made by its trains without inconvenience or danger to passengers.

General Offices.—The general offices of the Wisconsin Central lines are located at Milwaukee, Wis. Several branches of the traffic department are located in Chicago.

Passenger Department.—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special tours, he call upon or communicate with Mr. L. Eckstein, General Passenger and Ticket Agent, Chicago.

Points Reached.—In general the visitor will take the Wisconsin Central for all points in the West and Northwest covered by the Northern Pacific railroad system and its connections. Take this line for Burlington, Waukesha, Fond du Lac, Oshkosh, Neenah, Menasha, Stevens' Point, Chippewa Falls, Eau Claire, St. Paul, Minneapolis, Ashland, Hurley, Ironwood, Bessemer and Duluth. The Wisconsin Central traverses some of the best hunting and fishing grounds in the West, and the tourist will find on this route many of the leading and most popular health and summer resorts in the country. In connection with the Northern Pacific, the Wisconsin Central has through car arrangements of special interest to the traveler. Train No. 1, leaving Chicago at 10:45 P. M. daily, has through Pullman vestibuled drawing-room sleeper from Chicago to Portland, via Tacoma; Pullman vestibuled sleeper, Chicago to St. Paul and Minneapolis; Pullman sleeper, Milwaukee to Stevens' Point; through Pullman tourist sleeper, Chicago to Portland, via Tacoma and through first and second-class coaches, Chicago to St. Paul and Minneapolis; first and second-class coaches from Abbotsford to Ashland. Dining car service on this train between Stevens' Point and Chippewa Falls. Train No. 3, which leaves Chicago daily at 5 P. M., has through Pullman

vestibuled sleeper from Chicago to St. Paul and Minneapolis; Pullman Vestibuled sleeper, Chicago to Duluth, and Milwaukee to St. Paul and Minneapolis, first and second-class coaches, Chicago to St. Paul and Minneapolis, and first-class coach, Milwaukee to Duluth. Dining car service on this train between Chicago and Waukesha.

Train No. 5, which leaves Chicago at 3 P. M. daily, has parlor car and first and second-class coaches between Chicago and Menasha, and first-class coach between Milwaukee and Menasha.

Train No. 7, which leaves Chicago daily except Sunday, has first and second-class coaches between Chicago and Eau Claire, and first-class coach between Milwaukee and Stevens' Point.

PRINCIPAL OFFICERS.—The principal officers of the Wisconsin Central lines are: Henry Villard, chairman of the board, New York; T. F. Oakes, president, St. Paul, Minn.; N. C. Thrall, assistant to the president, St. Paul, Minn.; James B. Williams, vice-president, New York; C. H. Prescott, second vice-president, Tacoma, Wash.; David S. Wegg, general solicitor, Chicago; George S. Baxter, treasurer, New York; Robert W. McGuire, local treasurer, Milwaukee, Wis.; S. R. Ainslie, general manager, Milwaukee; Gavin Campbell, general superintendent, Milwaukee; J. M. Hannaford, general traffic manager, St. Paul; Henry C. Barlow, traffic manager, Chicago; L. Eckstein, general passenger and ticket agent, Chicago; J. B. Cavanaugh, general freight agent, Chicago.

TICKET OFFICE.—The central ticket office of the Wisconsin Central lines is located at 205 Clark st., near the general postoffice. Here the visitor may purchase tickets over the line to any local point, or over the system of the Northern Pacific railroad, and to points on all connecting lines, secure sleeping car berths and obtain all necessary information regarding the arrival and departure of trains, rates of fare, etc. Here, also, printed matter containing general information with reference to the points covered, time tables, etc., may be had free upon application.

SOCIETIES.

There are in the neighborhood of six thousand societies in Chicago. This number comprises associations of every description, from benevolent to secret organizations. There are, besides the American, or societies in which the English language is spoken, several hundred foreign societies of various characters, objects and types. The great number of societies here makes it impossible for a work of this kind to describe them separately and the visitor is referred to the city directory for the list in full, places of meeting, names of officers, etc. The most prominent of the societies are, however, referred to here:

Bar Association.—An organization of the members of the bar of the city of Chicago, the object of which is the elevation of the profession, the sustaining of a high code of ethics in practice, the preservation of the dignity and integrity of the judiciary, and the agitation and promotion of needed reforms in the laws and the procedure of the courts. The officers for 1891 are: John H. Hamline, president; David B. Lyman, first vice-president; William J. English, second vice-president; George W. Cass, secretary, and E. C. Ferguson, treasurer. F. A. Smith, Judge Elbert H. Gary and Robert H. McMurtrie, members of the board of managers. James Frake, E. W. Adkinson and D. Harry Hammar, committee on admission for the next three years.

Bohemian Congregation of Free Thinkers.—Meets Sundays at 2 P. M., at 74 W. Taylor st. President, L. W. Kadlec; secretary, F. J. Nadherny; minister, F. B. Zdrubek.

British American Association.—There are in Chicago the Illinois State Council and ten branches of the British American Association of the United States. Visiting members consult city directory for location of branches, etc. President, Gen. M. M. Trumbull; vice-president, Gen. D. McMullan; secretary, A. J. Hodge; assistant secretary, S. M. Ewert; treasurer, H. Cheatle.

Canadian American League.—22, 134 Van Buren st. President, J. Pearson; treasurer, W. Bannerman; secretary, F. C. Shaw.

Chicago Academy of Sciences.—Founded in 1857, incorporated in 1859. One of the most flourishing of Chicago's societies previous to the great fire, in which it lost a collection of priceless value. After the fire a new building for the society was erected, but the society was compelled to part with it, owing to the heavy debts which it had to bear. Of late years the society has been adding to its collection of birds, mammals, etc., etc., which has been on exhibition in the Exposition building. The removal of that structure will necessitate a change of location. Officers: Dr. E. Andrews, president; Prof. G. W. Hough and Prof. J. H. Long, vice-presidents; Dr. J. W. Velie, secretary; Prof. W. K. Higley, librarian; and Prof. E. G. Howe, recorder. The trustees are: E. E. Ayer, J. H. McVicker, C. M. Higginson, Joseph Frank, C. F. Gunther, Dr. H. A. Johnson.

Chicago Astronomical Society.—President, Dr. H. A. Johnson; secretary, H. B. Ranney; treasurer, C. H. S. Mixer; director, Prof. G. W. Hough. This society was organized in November, 1863. It owns the celebrated "Dearborn University" telescope, the object lens of which was made by Alvan Clark, and which is now in possession of the Northwestern University at Evanston. [See Northwestern University.] The instrument has 18½ inches clear aperture and a focal length of 23 feet.

Chicago Historical Society.—Organized April 24, 1856. At the time of the fire it was a flourishing institution, with a large library and a valuable collection, occupying a building 42x90 feet at the northwest corner of Dearborn avenue and Ontario street. The entire collection, including over 100,000 books, newspapers, manuscripts, etc., were lost in the great fire. Several valuable paintings and the original draft of Lincoln's Emancipation Proclamation also perished. The institution has partially recovered, and now occupies a one-story brick building at 142 Dearborn avenue. The late Albert D. Hager was for many years its secretary and librarian, and did much toward rebuilding the institution. The present secretary is John Moses, who receives visitors with courteous attention. The officers are: President, E. G. Mason; Vice-presidents, Geo. W. Smith, A. C. McClurg; Treasurer, Gilbert W. Shaw.

Chicago Law Institute.—Chartered by special act of the legislature, February, 1857. The charter, as granted, was almost a counterpart of that held by the New York Law Institute. It was organized as a stock company, with shares at $100 each, subject to an annual assessment of $25. The first officers of the institute were: John M. Wilson, president; Van H. Higgins, vice-president, and Elliott Anthony, secretary. The library, in October, 1871, contained about 7,000 volumes. It was located in the old Court House and was lost in the great fire. The task of restoring it was immediately begun,

It is again located in the Court House and is one of the finest law libraries in the United States. Among the presidents of the Law Institute have been: Judge John M. Wilson, Judge Walter B. Scales, Judge George Manierre, Hon. Van H. Higgins, Elliott Anthony, Judge W. K. McAllister, Hon. Wm. H. King, Hon. James P. Root, John M. Rountree, John N. Jewett, Charles W. Reed, George Payson, Lambert Tree, Sidney Smith, Julius Rosenthal, Robert Hervey and George Gardner. Julius Rosenthal was for years the librarian, and to him the institute is greatly indebted for the judicious care exercised by him in the purchasing and procuring of books, and the members of the institute, in order to show their appreciation of his services, at the annual election in 1879, voted him an honorary member for life. Among those who took a prominent part in the organization of the institute were: Sanford B. Perry, George Manierre, James P. Root, William H. King; John A. Thompson and Ira Scott. The membership of the institute includes nearly all of the reputable lawyers of the city. All lawyers have access to the library at a nominal annual membership fee. In addition to building up and sustaining a law library, the institute takes an active part in proposing amendments to the laws and reforms in their execution. Officers: John Barton Payne, president; Robert E. Jenkins, first vice-president; Charles H. Aldrich, second vice-president; W. H. Holden, treasurer; Julius Rosenthal, librarian; Frederick W. Packard, secretary. Board of managers: John H. Hamline, J. K. Edsall, W. C. Niblack, Henry B. Freeman, Robert H. McMurdy, N. M. Jones, E. W. Adkinson, W. M. Low, M. D. Ewell. Assessment of members, $15 for 1891.

Chicago Orchestral Union.—Organized December, 1890, for the promotion of music. Incorporators: C. N. Fay, N. K. Fairbank, A. C. Bartlett, E. B. McCagg and C. D. Hamill. This is the corporation under whose direction the Theodore Thomas Orchestra is employed. [See Thomas Orchestra.]

Chicago Society of Decorative Art.—200 Michigan avenue. President, Mrs. J. Y. Scammon; Secretary, Mrs. N. S. Davis, Jr.; Treasurer, Mrs. D. Wilkinson; Mrs. M. E. Pode, Business Manager.

Church Societies.—There are societies connected with every church congregation in the city. Visitors will consult the "City Directory" for location, names of officers, etc.

Cymrodorian Society.—Called after the famous London Society of that name. Composed of Welsh residents. Organized Oct. 23, 1890. Has no stated place of meeting. Officers: Samuel Job, President; W. E. Powell and D. I. Davies, Vice-presidents; Professor W. Apmadoc, Secretary; E. G. Lloyd, Recording Secretary; Evan Lloyd, Treasurer. The object of the society is to study Welsh literature and to encourage Keltic fellowship and scholarship.

Dania Society.—345 Milwaukee avenue. Regular meetings, first Saturdays and third Thursdays. President, H. Okenholdt; Vice-presidents, C. Mikkelsen, C. C. Hansen; Recording Secretary, J. Hansen.

Deutscher Krieger Verein.—Meets first and third Sundays, at 2 P. M., 45 North Clark street. President, W. Schmidt; Treasurer, A. Niesewend; Secretary, J. Eggers, 781 Milwaukee avenue.

Garibaldi Legion.—Meets first Fridays, 182 Madison street. President, J. Daprato; Treasurer, R. Puccini; Secretary, J. Ginochio, room 18, 95 Dearborn street.

German Mutual Benefit Association.—24, 208 La Salle street. President, M. G. Good; secretary, S. Wuest; treasurer, F. C. L. Muehike.

German Society of Chicago.—The German Society of Chicago (Deutsche Gesellschaft von Chicago, Ill.) was established in the month of May, 1854, under the name of Society for the Protection and Aid of German Immigrants (Huelfs-Verein fuer Deutsche Einwanderer), and owed its origin to the fact that both the vast increase and the growing importance of German immigration to this country called for some means of protection to those immigrants who were ignorant of our language and the peculiar conditions of this country, and who, on that account, might easily be taken advantage of by the dishonest and unscrupulous in our community. Its first president was George Bormann, and its secretary, George Hillgaertner, who was then and afterwards so favorably known as being among the editorial representatives of the German press of this country, one of the most earnest advocates of republican institutions. The society numbered 250 members during the first year of its existence, and was soon recognized by all the leading German citizens of Chicago as one of the most efficient benevolent institutions in the West. The annual reports of the society, always replete with interesting facts and just observations bearing upon the subject of immigration and general relief work, have been the means whereby the society has become known, not only in this country, but also in Germany, as one of the leading institutions of its kind. The society meets at 49 La Salle street.

Girls' Friendly Society.—The Girls' Friendly Society has branches in every part of the city, and though it is non-sectarian its patronesses belong without exception to the Episcopalian Church. Thus there are in connection with every Episcopal Church in Chicago branch societies having reading rooms and rooms for mutual entertainment where working girls may meet several evenings in each week for mental and social recreation. At each of the following churches there are branches of this kind: The Cathedral, St. James, St. Clement's, Trinity, St. Mark's, St. Stephen's, Grace Episcopal Church, St. Thomas' Church of the Epiphany, Church of the Transfiguration, and Church of St. Philip, the Evangelist, at Brighton Park. The principal branch, however, which embraces more than three hundred girls, is that conducted by energetic women philanthropists on the North Side in connection with St. James' Episcopal Church.

Horticultural Society.—Incorporated in 1890. Officers: President, George Schneider; first vice-president, William H. Chadwick; second vice-president, F. C. Vierling; third vice-president, E. G. Uihlein; treasurer, A. L. Chetlain; secretary, J. D. Raynolds; assistant secretary, G. L. Grant. This society was organized for the purpose of giving exhibitions annually and encouraging horticulture in the vicinity of Chicago.

Illinois Humane Society.—An association for the prevention of cruelty to animals and children. Partly sustained by taxation. [See Eleemosynary Support.] There is a general idea that the State law which authorized its existence also contributes the majority of its means of support. As a matter of fact all the contributions it receives from the State are the net sums of the fines it has caused to be inflicted, and as these are generally swallowed up by jail and other fees the total amount received is generally insignificant. In 1889 it was $1,949. Last year it jumped to $4,917. The report of 1890–91 will probably show far smaller receipts from this source. The society's mainstay lies in private contributions and the sums necessary for its maintenance are almost

entirely subscribed by its own officers and directors. In order to illustrate the workings of this society, the following statistics, showing a year's transaction, are given: Complaints and cases investigated, 3,075; children rescued and condition remedied, 1,424; surrendered to institutions by court or petitions, 352; children placed temporarily in institutions, 305; persons prosecuted for cruelty to animals, 144; persons prosecuted for cruelty to children, 33; horses laid up from work as unfit for service, 172; disabled animals removed by ambulance, 77; teamsters and persons reprimanded, 1,279; abandoned and incurable animals killed, 585; crippled animals attended to, 1,221; animals watered, 13,334; calves placed to mothers, 556; animals fed at owner's expense, 1,539. John G. Shortall, who has been the society's executive officer almost ever since its conception, Ferd W. Peck, Thomas E. Hill, Professor Swing, Franklin MacVeagh, Marshall Field, P. D. Armour, George Schneider, Edwin Lee Brown and about a score of other equally well-known citizens are identified with its control and subsistence. Complaints received at office in Auditorium building from 8 to 6. President, J. G. Shortall; secretary, H. W. Clarke; treasurer, George Schneider; State agent, Union Stock Yards, William Mitchell.

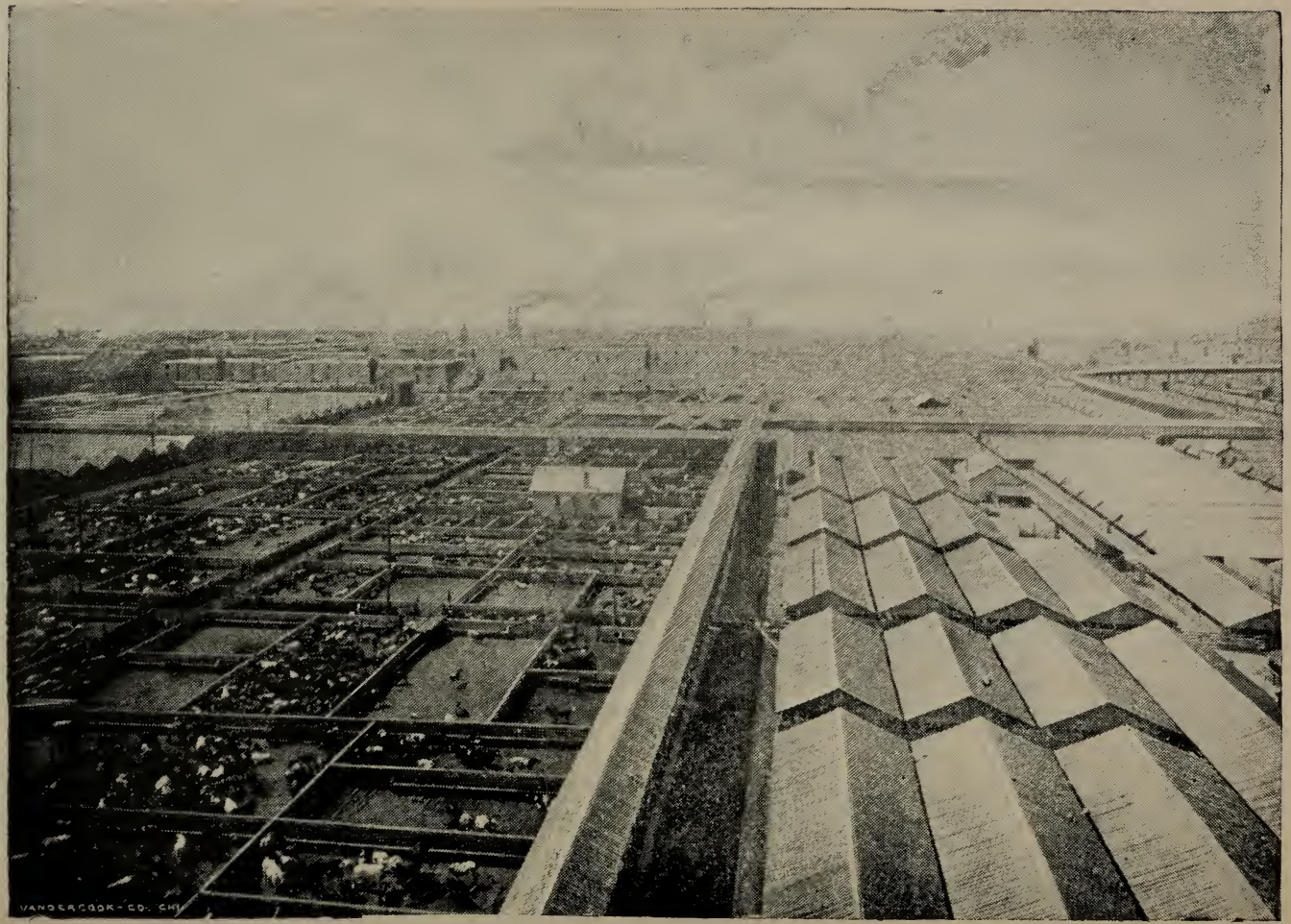
Illinois State Board of Agriculture.—President, G. S. Haskell, Rockford; secretary, W. C. Garrad, Springfield; vice-president (first district), J. I. Pearce, Sherman House, Chicago; treasurer, J. W. Bunn, Springfield.

Irish Catholic Colonization Association.—Meets first Wednesday in May, and quarterly thereafter; at Grand Pacific, President, Rt. Rev. J. S. Spalding, Peoria.

Irish National Burial Association.—A benevolent society. Officers: President, S. C. Buckley; vice-president, Daniel O'Connor; secretary, John Markey; treasurer, Dennis O'Connor; trustees, M. Fitzgerald, M. J. Kelly, M. Mulcahy, John Dowling, J. J. O'Connell.

Luxenburg Unterstuetzungs Verein.—Meets second Sundays at 376 W. Twelfth street.

Masonic Aid Association.—Located in the Home Insurance building, Adams and La Salle streets. Officers: Daniel J. Avery, president; James A. Stoddard, secretary. The offices of the association occupy nearly a whole floor in this great building, so large is the business transacted. A force of sixty clerks are employed in the various departments, that are essential to the management of their large and constantly increasing business, which makes it a veritable hive of industry; yet each department is so systematically arranged that any paper may be found or any information ascertained instantly. The Northwestern Masonic Aid was organized in 1874, with the same gentlemen as president and secretary, who have continuously filled those responsible positions down to the present time, and they may well congratulate themselves on the magnificent success of their association and the repeated expressions of confidence by the board of trustees and the members of the association. The continued growth and prosperity of the Northwestern Masonic Aid has made it solid as a rock and is emblematic of the push and enterprise that characterize the business men of Chicago and the West. Each succeeding year has added to its strength and prosperity until we find, December 31, 1890, they have already paid $8,000,000 to the beneficiaries of their deceased members, having 55,000 certificates in force, representing $150,000,000 insurance at risk, and by economical and conservative management accumulated a surplus of $338,488.50 over their liabilities, which stands behind and



THE STOCK YARDS' PENS AND SHEDS.

is pledged for the payment of all claims against the association, thus giving a sound financial standing. The Northwestern Masonic Aid is based upon the most approved plan of assessment insurance, and is managed in the interest of its members, surrounding them with every safeguard experience can suggest or prudence dictate. Among their special features are, no annual dues, second notice before a member can be lapsed for non-payment of assessments, no assessments collected in advance under promise of future dividends, annual statement verified by the Auditor of State of Illinois; while its pride is that for seventeen years it has furnished cheaper insurance than any other organization has ever done.

Medical Societies.—CHICAGO ACADEMY OF HOMEOPATHIC PHYSICIANS AND SURGEONS—Meetings first Thursday evening of every month at Grand Pacific Hotel; CHICAGO DENTAL SOCIETY—Meets first Tuesdays at Madison, ne. cor. Wabash ave; CHICAGO ECLECTIC MEDICAL SOCIETY—Meets third Wednesday in each month at Grand Pacific Hotel; CHICAGO GYNECOLOGICAL SOCIETY—Meets at Grand Pacific Hotel third Friday evening of each month; CHICAGO MEDICAL PRESS ASSOCIATION—Meets at 7 and 9 Jackson; CHICAGO MEDICAL SOCIETY—Meets on the first and third Monday of each month at Grand Pacific Hotel; CHICAGO PATHOLOGICAL SOCIETY—Meets second Monday of each month at Warren and Ashland aves.; CLINICAL SOCIETY OF THE HAHNEMANN'S HOSPITAL—Meets at the Grand Pacific Hotel first Saturdays; ILLINOIS STATE BOARD OF DENTAL EXAMINERS—12, 103 State; ILLINOIS STATE BOARD OF HEALTH—Meets quarterly at Chicago and Springfield; ILLINOIS STATE BOARD OF PHARMACY (For the examination and registration of druggists); ILLINOIS STATE DENTAL SOCIETY—Next annual meeting second Tuesday in May, 1892, at Bloomington; ILLINOIS STATE ECLECTIC MEDICAL SOCIETY; ILLINOIS STATE MEDICAL SOCIETY—Next meeting second Tuesday in May, 1892; POST-GRADUATE POLICLINIC OF ECLECTIC MEDICINE AND SURGERY—Ada, nw. cor. Fulton; WOMEN'S HOMEOPATHIC MEDICAL SOCIETY—Meets second Mondays at 8 P. M., Sherman House; WOMEN'S PHYSIOLOGICAL INSTITUTE—Meets first and third Mondays (October to April, inclusive) at 3 P. M., at Michigan ave., sw. cor. Van Buren.

Moral Educational Society.—Organized under a State charter. Officers: Lucinda B. Chandler, president; Irene G. Shackwell, vice-president; May Dye, secretary; Hattie Davis, treasurer; and Mrs. G. B. Sawyer, Mary Jones, Julia A. Darling, Mrs. Harriet Garner, Henrietta K. Morris, May Dye, directors. The object of the incorporation was to admit of the society holding a social reform congress during the World's Fair.

Philosophical Society of Chicago.—Organized shortly after the great fire. Rev. Dr H. W. Thomas, then pastor of the First M. E. Church, being one of its most active promoters. Dr. Thomas drew into council with himself a few of like spirit, and a preliminary meeting was held September 8, 1873, at which a committee on organization was appointed, consisting of Messrs. Dr. H. W. Thomas, A. B. Keith, Dr. T. A. Bland, E. F. Abbott and T. B. Taylor. The next meeting was held September 16th, and the final organization was effected October 11th, in the rooms of the First M. E. church; and there the society held its meetings for awhile. The course of lectures was begun, even before the constitution was adopted, with a lecture by Col. A. N. Waterman, September 23d, on the influence of Modern Philanthrophy upon Law. At the same time, the plan was adopted of criticising each lecture, members of the society offering comments in brief speeches. From the first

the society insisted upon perfect freedom of utterance in its lectures and discussions. Its constitution was the simplest possible form of organization, the preamble to which was as follows: "Being profoundly impressed with the unity of Truth in its origin, and of its infinite value to man, and being equally impressed with the blinding effects upon the human mind of ignorance, prejudice and superstition, it has seemed desirable to us (believing the time for such a movement has arrived) to seek the organization of a society, whose sole motto shall be 'What is truth?' whose members, regardless of past association preconceived opinions or expressed convictions, shall, in a spirit of simplicity and candor, associate for the investigation of questions that are peculiar to our time, pertaining to human welfare." The membership of the society has varied between 100 and 400. Among its presidents have been Rev. Joseph Haven, D. D., Dr. H. W. Thomas, Judge Henry Broth, Gen. N. B. Buford, Dr. Samuel Willard, Dr. Edmund Andrews, Prof. Rodney Welch.

Platt Deutsch Verein meets Thursdays at Uhlich's Hall. President, C. Jansen; treasurer, A. Boenert; financial secretary, Geo. B. Tiarks; recording secretary, A. Rouse.

Reform Societies.—Citizens' Association of Chicago, 94 La Salle st. President, J. J. Glessner; Vice-president, J. H. Bradley; Secretary, J. C. Ambler. Citizens' League of Chicago, Room 31–32, 116 La Salle st. An association of citizens of Chicago, acting under a special charter, for the purpose of enforcing the laws prohibiting the sale of liquor to minors and drunkards. Officers: President, Israel N. Rumsey; fifty-one vice-presidents; sixteen members of the executive committee; E. D. Redington, recording secretary; G. B. Shaw, treasurer; H. J. Hayward, general agent; C. M. Albenson, assistant general agent; C. C. Bonney, general counsel; Gen. I. N. Stiles and Thomas Dent, special counsel. During the year 1890 889 cases against saloon-keepers were prosecuted. Charges were preferred against 1,772 persons. Of these, 663 were for selling liquor to minors. Eight hundred and eighty were fined in the justice courts and twenty-seven in the criminal court. The city received $13,366 through fines. The report of the executive committee said that the league needed more officers for active work. The expenses of the league for the last year have been $7,850. Civil Service Reform League, 107 Dearborn st. President, J. H. Norton; secretary, F. H. Scott. Illinois Tariff Reform League, 116-118 Dearborn st. President, Franklin MacVeagh; secretary, C. B. Pfahler. International Law and Order League, 114 La Salle st. President, C. C. Bonney. Revenue Reform League of Cook County, 92 La Salle st. President, J. S. Lombard; treasurer, W. A. Bond; secretary, J. C. Ambler. Western Society for the Suppression of Vice, 10 Arcade Court. President, H. D. Penfield; secretary, W. W. Van Arsdale.

Ridgeway Ornithological Club.—131 Wabash ave.

Secret Societies.—Every secret order is represented in Chicago, nearly all of the societies being in a flourishing condition. Visiting members of secret societies will consult the city directory for location of lodges, names of officers, etc.

Singing Societies.—There are a number of large singing societies, "Sænger Bunds," etc., in the city. Visitors will consult the city directory for location of meeting places, names of officers, etc.

Societa Christoforo Colombo.—Meets 4th Sundays, 2 P. M., at 208 La Salle st.; president, C. Ginocchio; vice-president, P. Basso; secretary, E. G. Meli; treasurer, Louis Spizzirri.

Societa Francaise De Secours Mutual.—Meets 1st Fridays, 59 W. Randolph st. President, Thomas Rouleau; secretary, A. Popolorum; treasurer, J. Chalifoux.

Societa Italiana Unione e Fratellanza.—Meets 1st Sundays, 112 Randolph st. President, A. Arata, 664 W. Harrison st.; secretary, G. Segale.

Society for Ethical Cutlure, 45 Randolph st., 2d floor; lectures every Sunday, 11 A. M., at Grand Opera House.

St. Andrew's Society.—Organized under the name of the Illinois St. Andrews' Society, January 26, 1846. A constitution and the code of by-laws were adopted in 1850, and revised and amended in 1858, and again in 1872, after the great fire of October, 1871. The society was incorporated by special act of the legislature of Illinois in February, 1853. Since the first organization in 1846, the society has never failed to hold its regular anniversary meeting on St. Andrews day. From a weakly child the society has grown into a strong and stalwart man. Members in large numbers have flocked to its standard, and its position has now become so well assured and permanent that no worthy applicant for its bounty is ever turned away with empty hands. But not alone on the living are its benefits conferred. In the cemetery at Rose Hill, the society since 1858 has owned a burial place, where the friendless and destitute Scotchman dying in a foreign land amongst strangers is tenderly cared for, and his ashes repose in peace in the grounds and under the shadow of the monument of this most excellent charity, with a stone marked to indicate the spot where he sleeps. The means of the society are derived from the annual subscriptions of the members ($3.00), the fees on initiation ($2.00) and the profits derived from the anniversary dinners on St. Andrews day, and the annual balls given by the society for the benefit of the ladies, as they are not admitted to the annual dinners. Meets first Thursday in February, May, August and November at Sherman House. President, A. C. Cameron; treasurer, Duncan Cameron; secretary, J. Robertson.

St. Vincent De Paul Societies.—There is a St. Vincent De Paul society in every Catholic parish in the city. Visitors will consult the city directory for location, names of officers, etc.

State Microscopical Society.—Meets second Friday (except June to September inclusive) at 184 Wabash ave. President, L. Curtis, M. D.; secretary, W. Hoskins; treasurer, W. H. Summers.

Temperance Societies.—There are lodges of the Good Templar and Sons of Temperance orders scattered throughout the city. Visiting members will consult the city directory for location, names of officers, etc.

Turners' Societies.—There are a number of Turners' societies in the city, all of which are in a flourishing condition. A new North Side Turner Hall is shortly to be erected. A new hall for the National Turnverein is to be erected at the corner of Laflin and Eleventh sts. Visiting Turners will consult the city directory for location of Turner halls, names of officers, etc.

Unione e Fratellanza.—An Italian society, and the oldest in Chicago. Its officers are: Angelo Arata, president; Luigi Pinocci, vice-president; Angelo Bacigalupo, treasurer; Giuseppe Segale, Giovanni B. Giannini, financial and recording secretaries.

Woman's Alliance.—Composed of representatives from the various women's societies of the city. Meets at the Palmer House on the first Friday of every month.

STATE INSTITUTIONS.

A large number of public institutions in Illinois, including prisons, reformatories, hospitals, asylums, etc., are conducted under the supervision, and maintained at the expense, of the State. They are as follows:

Illinois Asylum for Feeble-Minded Children.—Located at Lincoln, 156 miles south of Chicago. Take Illinois Central or Chicago & Alton railroad. Average daily attendance of inmates about 375. Average age of inmates about 15 years. Annual expenses about $75,000.

Illinois Central Hospital for the Insane.—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number of patients about 925. Annual cost of maintenance, $150,000.

Illinois Charitable Eye and Ear Infirmary.—Located in Chicago, nw. cor. of Adams and Peoria sts.; take Adams st. car. A handsome structure. The average number of patients per annum treated for diseases of the eye is about 4,000; for the ear about 1,100. Over 50,000 patients have been treated since the opening of the institution in 1858. The expenses per annum are about $30,000.

Illinois Eastern Hospital for the Insane.—Located at Kankakee, 56 miles south of Chicago. Take the Illinois Central railroad. Average number of patients about 1,500. Ordinary expenses per annum about $250,000.

Illinois Institution for the Education of the Blind.—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number enrolled about 215, of whom about one-third are females. Annual appropriation for maintenance about $120,000.

Illinois Institution for the Education of the Deaf and Dumb.—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number of people on the rolls about 600. Ordinary expenses per annum about $125,000.

Illinois Northern Hospital for the Insane.—Located at Elgin, 42½ miles from Chicago. Take Chicago & North-Western or Chicago, Milwaukee & St. Paul railroad. The number of patients averages nearly 600. The *per capita* cost of maintenance is about $169. The buildings are large and are being constantly improved.

Illinois Soldiers' Orphans' Home.—Located at Normal, 124 miles southwest of Chicago. Take Chicago & Alton railroad. The average number of inmates is about 210 males and 150 females. Annual expenses, about $50,000. This is an educational institution as well as a home for the orphans of Illinois soldiers. Every branch of English common-school education is taught.

Illinois Soldiers' and Sailors' Home.—Located at Quincy, 264 miles southwest of Chicago. Take Chicago, Burlington & Quincy railroad. Conducted on the cottage plan. Average number of inmates, about 750. Cost of maintenance, about $175 *per capita*. Ordinary expenses, about $100,000 per annum.

Illinois Southern Hospital for the Insane.—Located at Anna, 329 miles southwest of. Chicago. Take Illinois Central railroad. The average number of patients in the institution is about 675. The cost of maintenance *per capita* is $162. The annual appropriation for maintenance and improvements is about $125,000

Illinois Southern Penitentairy.—Located at Chester, near St. Louis. Take Illinois Central railroad. Average number of prisoners, about 800. Here the convicts are employed, as at Joliet, in all trades, under the contract system. There are extensive brick yards in the prison. The prison is almost self-sustaining, the average appropriation to meet the deficit being about $50,000.

Illinois State Penitentiary.—Located at Joliet, 37 miles south of Chicago. Take Chicago & Alton; Chicago, Rock Island & Pacific or Michigan Central railroad. Average number of prisoners, 1,400. The prison, through a system of convict contract labor, is almost self-sustaining. The prison itself is built after the manner of American penal institutions generally, although many of the latest improvements have been adopted in the plans of the cell buildings, work shops, etc. From the report of the chaplain for an average year the following interesting facts are obtained: Whole number received during the two years covered by the biennial report, 1,206. Of this number, 843 were not members of any church at the time of their conviction. Of the 363 remaining, 229 were Catholic, 8 Baptist, 4 Christian, 1 Church of England, 2 Congregationalist, 25 Episcopal, 1 Greek, 3 Jewish, 52 Lutheran, 25 Methodist, 8 Presbyterian, 1 Protestant, 2 Reform, 1 Dunkard and 1 United Brethren. One thousand and ten had attended Sabbath-school; many, of course, only for a brief period and in very early youth, while 196 never had any religious training. The educational records show 108 illiterate, 104 read only, 566 read and write, 338 common-school education and 90 high school. Their habits of life were: Intemperate, 338; moderate drinkers, 545; abstinent, 323. The social record is as follows: Both parents living, 408; both parents dead, 326; father dead, 303; mother dead, 154; unknown, 15; 241 lost father before 10 years of age; 188 lost father between 10 and 18 years; 154 lost mother before 10 years of age; 140 lost mother between 10 and 18 years; 80 left home under 10 years of age; 273 left home between 10 and 15. The prison has a Sabbath-school, with an enrollment of over 1,000 members; there are Sabbath-afternoon prayer meetings, and there is a library containing about 12,000 volumes. Stone-cutting, barrel-making, harness-making, tailoring, shoe-making, and, in fact, nearly all trades are carried on inside the walls. Visitors are admitted under certain restrictions.

Illinois State Reform School.—Located at Pontiac, 92 miles southwest of Chicago. Take Illinois Central, Chicago & Alton or Wabash railroads. Average number of inmates, about 325. Cost of maintenance, about $50,000 per annum. The manual training system is in operation here. The inmates are boys sent by the courts generally on complaint of parents who can not control them.

STATE ORGANIZATIONS.

The American population of Chicago is composed in great part of natives of other sections of the United States. The States of Indiana, Kentucky, Ohio, Pennsylvania, New York, New Jersey, New Hampshire, Vermont, Connecticut, Rhode Island and Massachusetts are very largely represented here among the mercantile and professional classes. The natives of a number of the States have formed themselves into organizations of a social character, which are referred to below.

California Pioneers.—The Western Association of California Pioneers was organized January, 1890. The society is composed principally of persons

who crossed the plains in 1849, and for the purpose of bringing together former residents of the State of California. Its meetings are held at the Grand Pacific Hotel, and its annual meeting is held on the 18th day of January in each and every year, in commemoration of the day on which gold was first discovered in California, January 18, 1848. The officers are: Dr. J. Ward Ellis, President; Geo. A. Emery, First Vice-President; Benjamin R. Nickerson, Second Vice-President; Charles P. Jackson, Secretary; Addison Ballard, Treasurer. Trustees: William N. Belt, George G. Custer, Cummings Cherry, Sr., A. W. Grippen, National Home, Wis., William N. Brainard, Evanston, Ill., William King, Naperville, Ill., Samuel Waugh.

North Pacific Association.—To include former residents and natives of Alaska, Washington, Idaho and Montana. Object, to bring together former residents of the sections named in order to advance the interests of that division of the Union, and to formulate the best plans for the proper entertainment of the people of the North Pacific section during the World's Columbian Exposition.

Ohio Society of Chicago.—Organized April 29, 1890, the charter members being Charles E. Bliven, Charles D. Hauk, John T. Shayne, E. S. Jenison, Samuel Parker, Dr. Liston H. Montgomery, Leroy D. Thoman. The resident members number 142; non-resident members 10, honorary members 12, making a total membership in March, 1891, of 164. The society meets quarterly, on the first Tuesdays in January, April, July and October. The annual meeting is held on April 30th. In the list of honorary members are included the following: Benjamin Harrison, President of the United States; Rutherford B. Hayes, ex-President of the United States; Charles Anderson, of Eddyville, Ky.; Gen. Jacob D. Cox, of Cincinnati, Ohio; ex-Governor R. M. Bishop, Cincinnati, Ohio; ex-Governor Charles Foster, Fostoria, Ohio; ex-Governor George Hoadley, New York; ex-Governor Joseph B. Foraker, Cincinnati, Ohio; Governor James E. Campbell, Columbus, Ohio; Allen G. Thurman, Columbus, Ohio. Among other prominent members are: Bishop Merrill, Professor Swing, Dr. Barrows, Dr. Gunsaulus, the Rev. G. K. Flack, Dr. Arthur Edwards, the Rev. R. D. Scott, Colonel H. C. Corbin, ex-Governor John M. Hamilton, General Benjamin Butterworth, Judge Baker, John B. Drake, Major F. Q. Ball, Colonel J. S. Cooper, C. S. Darrow, J. W. Ellsworth, P. S. Grosscup, W. W. Gurley, S. W. Stone, Wm. A. Mason, and many other names equally wellknown. The officers of the society elected at its first meeting were: President, Judge L. D. Thoman, ex-United States Civil Service Commissioner; Vice-Presidents, Charles E. Bliven, Charles D. Hauk, Joseph B. Leake, Washington Hesing, George B. Swift, Joseph Medill, Fred B. Stevenson, Abram M. Pence and Robert W. Smith; Secretary, Dr. L. H. Montgomery; Treasurer, Samuel Parker; Trustees, Anthony F. Seeberger, Wm. Penn Nixon, John T. Shayne, Charles D. Hauk, Aaron J. Miksch, Edward S. Jenison, Addison Ballard, George P. Jones and Amos Harding. These constitute the present officers, with the exception of Gen. Robert W. Smith, who has since died. In a circular issued by the officers on May 1, 1890, the object of the society is set forth as follows: "We believe it desirable to have a social organization in this city of former residents of Ohio, to the end that the enviable position attained by our native State in the recent contest for the location of the World's Fair may be maintained." Any person over eighteen years of age, of good moral character, and who is a native, or the son of a native, of the State of Ohio, or has been a resident of Ohio for a period of five years, may be admitted as an active member. Any person of the age and

character and similarly qualified, residing in Ohio or born therein, or having been a resident thereof for five years, and residing elsewhere than in the city of Chicago, and not within fifty miles thereof, may be admitted as a non-resident member. Non-resident members shall be entitled to all of the privileges of the society, except that they shall not vote or hold office. Admission fee, $10 ; annual dues, $5 ; non-resident members' admission fee, $5 ; no dues.

Sons of Connecticut.—Organized 1891. Requisite for membership, birth in the State of Connecticut. Object, to promote the interests of that State in the World's Columbian Exposition, and for social purposes. Officers: President, E. St. John ; Vice-President, Frank M. Blair ; Secretary and Treasurer, C. W. Newton, 7 Randolph st. Executive Committee: E. St. John, Frank M. Blair, Joseph Woodruff, F. W. Short, C. W. Newton.

Sons of Delaware.—Organized June 20, 1890 ; membership about 35. Requisite to membership, birth in the State of Delaware. A social organization. Initiation fee, $2.00. Officers: President, F. L. Ford ; Vice-President, T. H. Glenn ; Treasurer, M. J. Powers ; Secretary, A. Lloyd, 3800 Vincennes avenue.

Sons of Indiana.—Organized December 20, 1890. Present membership, about 125. Requisites for membership, former residence in the State of Indiana, present residence in Cook county, Illinois. Meetings held quarterly, first Tuesdays in January, April, July and October, at such places as may be named by the president. First banquet held February 24, 1891, in celebration of the anniversary of the capture of Vincennes by George Rogers Clark. The date of the annual banquets is fixed at December 11, in celebration of the admission of Indiana as a State into the Union. Initiation fee, $1.00 ; annual dues, $1.00. Assessments are made to meet expenses of banquets, etc. The officers are : President, L. P. Coupland ; 1st Vice-President, Gen. Milo S. Hascall ; 2d Vice-President, John Lyle King ; Secretary, E. C. Crawford ; Treasurer, E. W. Athinson ; Executive Committee, J. Harvey Bates, J. M. Olcott, J. William Helm, Geo. W. Wiggs, James M. Starbuck, W. C. Niblack, Lawrence P. Boyle.

Sons of Louisiana.—Organized May 1, 1889. Membership, about 50. Requisite for membership, former residence in the State of Louisiana. Initiation fee, $2.00 ; dues, $6.00 per annum ; meet first Monday of each month. Officers : President, G. W. Becker ; 1st vice-president, John I. Kendall ; 2d vice-president, F. R. Southmayd ; secretary and treasurer, Seymour Walton.

Sons of Maine.—Organized April 3, 1880. Present membership, about 200. Requisite for membership, birth in the State of Maine, regardless of sex. No stated place of meeting, one of the leading hotels being usually selected for semi-annual gatherings and banquets. Initiation fee, $1.00 ; annual dues, $1.00. Assessments are made to cover expenses incurred. The officers are : President, G. M. Sargent ; 1st vice-president, Charles M. Morse ; 2d vice-president, C. H. Mulliken ; 3d vice-president, F. Willis Rice ; treasurer, William Sprague ; secretary, Frank Hamlin (son of Hon. Hannibal Hamlin, and a rising young lawyer), room 77, 119 LaSalle st. ; directors, James B. Hobbs, E. F. Getchell, F. H. Smith, G. M. How, J. S. Brewer, R. J. Herrick, George A. Emery. The Sons of Maine have on their list of members the names of many leading citizens of Chicago.

Sons of Massachusetts.—Organized November 12, 1889. Present membership, about 150. Meet semi-annually at the Grand Pacific Hotel. The object of the association, as stated in the by-laws, is " to cherish the memory of our

mother State, to acknowledge our love and fidelity to her, to perpetuate her memory to those who come after us, and to maintain a patriotic love and devotion to our common country, composed of all States." Any citizen of Illinois born in Massachusetts, or formerly residing there, is eligible to membership. An annual assessment is made upon the members for the liquidation of such expenses as may be incurred. The officers are : President, Hon. John A. Roche, ex-mayor of Chicago ; vice-presidents, Erskine M. Phelps, Silas N. Brooks, Edward F. Lawrence ; directors: Chas. Lyman Case, John B. Clarke, John A. Farwell, Charles E. Field, Josiah L. Lombard, Edward O. Parker, Henry Slade, Edwin A. Simonds, Gorham B. Coffin. Among the members are many of the most prominent citizens of Chicago.

Sons of New York.—Organized 1890. This, though one of the youngest of the State organizations, is already the strongest in membership. Officers for 1891: President, De Witt C. Cregier, Mayor of Chicago; vice-president, Lyman J. Gage, vice-president First National Bank; second vice-president, L. Thatcher, Jr.; treasurer, Chas. E. Leonard; secretary, Hervey Sheldon; directors, Geo. H. Harlow, J. I. Pierce, A. P. Spencer, Irus Coy, D. K. Cameron, E. L. Brand, James H. Walker. The object and requisites for membership are similar to those of other State societies. Early in the present year, "The New York Club" was incorporated, the incorporators being George H. Harlam, Robert Bruce and De Witt C. Cregier. The purposes of the new organization, as set forth in the application for a charter, are "to buy or lease real estate, upon which will be erected a building or buildings, and to rent or lease the same for the use of an organization known as the Sons of New York, and for such purposes and in such manner as may be deemed advisable by the Board of Directors." The capital stock is fixed at $250,000, and the entire amount has been subscribed. The projectors believe the annual receipts from renting out portions of the proposed building will be $86,000, while the total expense account is set down at $40,000. In this computation 20 per cent. of the total area is allowed for space not rented, passage halls, partitions and staircases. The rental is figured on the conservative basis of $1 per square foot. In the vicinity of the proposed site on Jackson street, which is to be leased for ninety-nine years at an annual rental of $13,500, without revaluation, are thirteen hotels, the Illinois Central railroad, the projected "L" road on Van Buren street, the cable on Wabash ave., the Van Buren, Harrison and Adams street lines, with close connection to the North Side cable system at Monroe Street.

Sons of Pennsylvania.—Organized December, 1889; present membership, about 233. The association is comprised, 1st, of native born Pennsylvanians; 2d, of former citizens of Pennsylvania, who have resided at least ten years in the State; 3d, of those who have been connected with the University, or any of the colleges, scientific or professional institutes of Pennsylvania; 4th, of those who served during the war in any Pennsylvania regiment. The object of the association, as stated in the preamble of the constitution, is "for the purpose of promoting more intimate acquaintance with each other, cultivating and keeping alive the associations, and reviving the recollections of our native State; and, to the end that we may the better act in regard to all matters pertaining to the common interests of the State of Pennsylvania and the State of our adoption." Initiation fee, $2.00; annual dues, $1.00. Meetings are held monthly at the Palmer House. Election of officers occurs on the first Monday in December, annually. At least one banquet is held every

CHURCH OF THE EPIPHANY.

year. In an address issued by the officers, the following presentation of the organization's aims is made: The "Sons of Pennsylvania" is an organization growing out of the Pennsylvania Auxiliary Committee of the World's Fair, and is a permanent association, devoted to the development of an expression of those social and fraternal influences which cling to the memories and incidents of "Home" in "The Keystone State" of Pennsylvania. During the World's Fair season, the fraternal instincts of the Association will gladly assist all Pennsylvanians, whether residents of the Keystone State or citizens of "The Empire of the West," to secure home comforts at that moderate cost which, upon great occasions in large cities, is so difficult of access to the temporary sojourner. It may serve to still further endear the Association to the heart of every Pennsylvanian to know that in its permanent form of organization, one of its special duties will be to demonstrate the value and extent of the influence exerted by Pennsylvanians throughout the entire West, in its social, commercial and professional progress." An interesting pamphlet, by Hon. W. B. Cunningham, its president, on "The Influence of Pennsylvania in the Development and Progress of the West," is published by the society. The officers are: President, Hon. W. B. Cunningham; vice-presidents, Franklin MacVeigh, Dr. Swayne Wickersham, Hon. H. M, Shepard, Gen'l J. C. Smith, Capt. J. B. Clow; treasurer, A. S. Leib; secretary, Frederick J. Patterson, 451 "The Rookery," Chicago; executive committee, Austin L. Nestlerode, chairman; W. A. S. Graham, C. S. Halberg, J. C. Anderson, Alfred Beirly, W. B. Cunningham, F. J. Patterson; finance committee, C. E. Bair, chairman; Capt. J. B. Clow, Dr. A. P. Gilmore, Dr. John F. Williams, Wm. Y. Daniels; membership committee, Atlee V. Coale, chairman; C. E. Bruner, R B. Koch, C. S. Burrows, H. Burkhardt. The membership of the Sons of Pennsylvania" is comprised of many of Chicago's leading citizens in every honorable walk of life.

Sons of Rhode Island.—Organized November 12, 1889. Present membership about 75. Initiation fee, $1.00; annual dues, $1.00. Meets annually on the first Monday in October at such place as the president may direct. Other meetings may be called during the year. The preamble to the constitution sets forth the purpose of the association as that of "promoting more intimate acquaintance with each other, cultivating and keeping alive the associations and reviving the recollections of our native State, and to the end that we may the better act in regard to all matters pertaining to the common interests of the State of Rhode Island and the city and State of our adoption." The membership of this association consists "of gentlemen who were born in Rhode Island, residing in Illinois at the time of joining the association, and such other gentlemen as claim to be Rhode Islanders, or who served in any Rhode Island regiment during the war, or who have been connected with Brown University, and shall be recommended by the membership committee, upon their signing the constitution and by-laws and paying the required fee." The officers are: President, H. B. Cragin; vice-presidents, Joseph T. Bowen, David Fales, Charles J. Mauran, William A. James, John L. Lincoln, Jr.; secretary, Henry A. Taylor; treasurer, William B. Bogart; executive committee, Charles C. Cragin, H. F. Chase, James L. Cozzens, C. S. Weaver, R. Watterman; membership committee, John N. Francis, C. P. Walcott, William H. French, Harry L. Belden, Henry C. Eddy; delegates to State Association, H. B. Cragin, W. S. Weaver, E. T. Cragin. An annual assessment is made to cover expenses incurred.

Sons of Vermont.—Organized January 10, 1877. Present membership about 225. Object, the perpetuation of the memory of the mother State, and social intercourse among her sons. Originally it was requisite that an applicant for membership should be a native of Vermont, but by a recent amendment to the Constitution sons of Vermonters over age of eighteen are eligible. Males only are admitted to membership. No stated place of meeting, but one, two, or more banquets are given annually at one of the leading hotels. The association meets semi-annually for business purposes. The annual banquet occurs on the 17th of January, in celebration of the independence of the State of Vermont. The officers are: President, John M. Southworth; 1st Vice-President, Thomas J. Southerland; 2d Vice-President, Lewis H. Bisbee; 3d Vice-President, James M. Aubery; Secretary, George Edmund Foss, 919 Chamber of Commerce building; Treasurer, H. H. Nash; Executive Committee, Austin Clement, O. L. Fox, Elliott Durand, A. B. Case, W. G. Farrar. An annual assessment is made to cover expenses incurred. In the list of members are the names of many of the foremost men of the city, in professional and commercial life.

State Association.—There is in existence here a State Association, composed of representatives from societies organized among former residents of the several States as an auxiliary to the World's Columbian Exposition enterprise. The object of the Association as stated in the constitution is "to enable the several State organizations of Chicago to co-operate for the purpose of promoting the success of the Columbian Exposition; the understanding being, viz.: the several State Associations, herein represented, do not surrender to this Association any of their prerogatives or powers, nor shall their work be prescribed or interfered with in any manner by this Association." The Association is composed of three duly accredited representatives from each of the State and Territorial Associations now existing or which may be hereafter formed in Chicago, provided, that the several Provinces of British America, and such organizations representing Nationalities as the Executive Committee may from time to time designate, may also be represented, in the same manner, as their associations are duly organized. Officers: President, LeRoy D. Thoman (of Sons of Ohio); First vice president, Elijah B. Sherman (of Sons of Vermont); secretary, Hervey Sheldon (of Sons of New York), Secretary's address, room 309 Inter Ocean bldg.; treasurer, Solomon Thatcher, Jr. (of Sons of New York). Vice-presidents: G. M. Sargent, Maine; H. B. Cragin, Rhode Island; F. M. Blair, Connecticut; F. L. Ford, Delaware; W. W. McElhaney, Virginia; Dr. H. A. Costner, North Carolina; P. C. Sneed, Georgia; Charles Marsh, Alabama; R. H. Stewart, Mississippi; William Van Ketle, Louisiana; Dr. M. R. Brown, Texas; F. I. Moulton, Missouri; C. Thompson, Tennessee; D. W. Mitchell, Kentucky; Major C. E. Bliven, Ohio; George S. Willits, Michigan; Charles H. Aldrich, Indiana; D. H. Lamberson, Illinois; Van H. Higgins, Iowa; Col. F. A. Battey, Minnesota; S. H. Stevens, Kansas; W. N. Brainard, California; T. Z. Magarrell, Canada; De Witt C. Cregier, New York; Col. E. A. Calkins, Wisconsin; Felipe Berriozabel, Jr., Latin Am. League.

TRIBUTARY CITIES AND TOWNS.

The following are the principal cities and towns of the West, Southwest and Northwest, tributary to Chicago, with their distances from this city, the railroad lines by which they may be reached and their respective populations according to the census of 1890:

Cincinnati.—The largest and most important city in Ohio; county seat of Hamilton Co.; extends along the river a distance of 10 miles; average width, 3 miles; area, 24 square miles. Free public library contains 137,972 volumes and 15,565 pamphlets; reached by Baltimore & Ohio, Cleveland, Cincinnati, Chicago & St. Louis and Chicago & Erie. Population (1890), 296,309.

Cleveland.—The county seat of Cuyahoga, Ohio; on the southern shore of Lake Erie, 365 miles east of Chicago. A beautiful and prosperous city, with great commercial interests. One of the finest avenues in the world—Euclid—may be seen here. In Lake View Cemetery the body of the late President Garfield is interred. A monument costing $250,000 has been erected to his memory. Reached by Lake Shore & Michigan Southern, Cleveland, Cincinnati, Chicago & St. Louis and Chicago & Erie railroads. Population (1890), 261,546.

Columbus.—Situated on the Sciota river, 116 miles northeast of Cincinnati. County seat of Franklin and capital of Ohio. Has large coal, iron manufacturing and general commercial interests. Beautifully situated, well, laid out and handsomely built. Reached by Baltimore & Ohio, Cleveland, Columbus, Cincinnati & Indianapolis and Chicago, St. Louis & Pittsburg railroads. Population (1890), 90,000.

Council Bluffs.—Situated on the left bank of the Missouri river, in Iowa, opposite Omaha, in Nebraska; on the line of the great continental railway from Chicago to San Francisco; about a mile east of Omaha. Two of the finest iron bridges in the country span the Missouri river. Reached by the Chicago & North-Western, Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy and Chicago, Milwaukee & St. Paul railroads. Population (1890), 18,063.

Des Moines.—Capital of Iowa; county seat of Polk county; 138 miles east of Omaha; 357 miles west of Chicago; comprises an area of 8 square miles; nearly equally divided by the Des Moines river, flowing north and south; the west side being again divided by the Racoon river, which here joins the former. On the east side is erected the State capitol on an elevated site, surrounded by a 10-acre park. State library contains 30,000 volumes. Reached by Chicago & North-Western, Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Chicago, St. Paul & Kansas City and Wabash railroads. Population (1890), 50 000.

Detroit.—Principal city of the State of Michigan; county seat of Wayne county. Detroit stretches along the Detroit river six and one-half miles, reaching back two and three-fourths miles. On the opposite shore is Windsor, Canada. Detroit is one of the most beautiful and most prosperous cities in the West. It has immense manufacturing and railroad interests. Reached by Michigan Central, Chicago & Grand Trunk, Lake Shore & Michigan Southern and Wabash railroads. Population (1890), 205,669.

Galena.—County seat of Jo Daviess county, Ill.; 180 miles west northwest of Chicago. It is the commercial depot of an extensive district; owes its prosperity to the species of lead from which it takes its name, and the mines of which surround it, underlying, more or less densely, an area of over 1,500,000 acres. In 1829 the first load was conveyed overland to Chicago. Galena was for many years the home of Gen. U. S. Grant. Here he worked in his father's tannery and leather store when he offered his services to the country at the outbreak of the rebellion. His old home still stands, and the

citizens of Galena have erected a handsome monument to his memory. Reached by Chicago & North-Western and Illinois Central railroads. Population (1890), 6,403.

Galesburg.—County seat of Knox county, Ill.; 163 miles west southwest of Chicago, at the junction of branches of the C., B. & Q. R. R., in a very fertile farming district. Knox College and Lombard College are situated here. Reached by Chicago, Burlington & Quincy railroad. Population (1890), 15,212.

Indianapolis.—Capital of Indiana; 194 miles southeast of Chicago; altitude, 148 feet above Lake Erie. It extends four miles in length, three miles wide. Public library contains 36,461 volumes. Marion county Court House is in the heart of the city; built of Indiana limestone, interior of iron and marble; is 150x286 feet, and 240 feet to the top of dome. Magnificent new State capitol buiding also here. Reached by Cleveland, Cincinnati, Chicago & St. Louis ("Big Four"); Chicago & Erie, and Louisville, New Albany & Chicago railroads. Population (1890), 125,000.

Jackson.—Chief city of Jackson county, Mich.; situated on the Grand river, seventy-five miles west of Detroit; reached by Chicago & Grand Trunk and Michigan Central railroads. Population (1890), 16,105.

Jacksonville.—Chief city of Morgan county, Ill.; about 200 miles south southwest of Chicago. Public buildings include State institutes for the blind, the deaf and dumb. Reached by Chicago & Alton and Wabash railroads. Population (1890), 12,357.

Kansas City.—Second city of the State of Missouri; situated in Jackson county, on the right bank of the Missouri river, 235 miles west by north from St. Louis; 488 miles southwest of Chicago. The river is crossed at this point by a bridge 1,387 feet long, resting on seven piers. Is a great railroad, cattle and commercial center. Was laid out in 1830, but its growth dates from 1860. Reached by Atchison, Topeka & Santa Fe, Chicago & Alton, Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, Wabash & Chicago, Rock Island & Pacific railroads. Population (1860), 4,418; (1890) 105,000.

Keokuk.—Chief city, Lee county, Ia., situated on the west bank of the Mississippi, in the extreme southeast corner of the State (whence its name "Gate City"). A canal, nine miles long, round the lower rapids of the Mississippi, which formerly obstructed navigation, has been constructed by the United States government, at a cost of $8,000,000. Is a port of entry, reached by the Chicago, Burlington & Quincy and Chicago, Rock Island & Pacific railroads. Population (1890), 14,075.

Leavenworth.—Largest city in Kansas. Situated on the bluff at the right bank of the Missouri river. In 1854 the first street was laid out; in 1864 the taxable property amounted to $4,103,562. Two miles above the city is Fort Leavenworth. The government reservation has a river frontage of six miles; depth, one mile; reached by Atchison, Topeka & Santa Fe and Chicago, Rock Island & Pacific railroads.

Lincoln.—County seat of Lancaster county, and capital of Nebraska. State University, State Prison, Insane Asylum and Home for the Friendless are all situated here; reached by the Chicago, Burlington & Quincy railroad.

Louisville—The most important city in the State of Kentucky; situated on the south bank of the Ohio river, 323 miles east of south of Chicago. The city has an area of thirteen square miles, and a water front of eight

miles. It is a handsomely built city, and the most northern of the southern group. The city has large steamboat, manufacturing and commercial interests. Reached by Pittsburg, Cincinnati, Chicago & St. Louis and Louisville, New Albany & Chicago ("Monon route") railroads. Population (1890), 185,756.

Milwaukee.—The largest city in the State of Wisconsin; situated on the shore of Lake Michigan, eighty-five miles north of Chicago. The Milwaukee and Menomonee rivers unite in the center of the business portion of the city. A bay six miles from cape to cape, and three miles broad stretches in front of the city, which commands a fine water view. The material used for building is largely the cream-colored brick made in the vicinity, from which Milwaukee is sometimes called the "Cream City." Population (1890), 204,150. Among other things for which Milwaukee is noted are her immense breweries, which find a market for their product in every part of the world. The city is beautifully built, and the visitor will enjoy a trip up there. Reached by the Chicago & North-Western, Chicago, Milwakee & St. Paul and Wisconsin Central railroads, the time necessary being only three hours.

Minneapolis.—The county seat of Hennepin county, Minn., situated on both banks of the Mississippi, at the falls of St. Anthony, 420 miles northwest of Chicago. The east side was settled first under the name of St. Anthony, which was incorporated as a city in 1860. The west side settlement, named Minneapolis, incorporated as a city in 1867. In 1872 both were united under the name of Minneapolis. The falls supply abundant water power for a number of flour and lumber mills. Minneapolis is one of the most beautiful and prosperous cities in the Northwest. It is magnificently laid out and built in a substantial and tasteful manner. Of later years its growth, population and commerce have been phenomenal. Reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Chicago, St. Paul & Kansas City; Chicago, St. Paul & Minneapolis and Wisconsin Central railroads. Population (1890), 164,780.

Omaha.—Largest city in the State of Nebraska, situated on the west bank of the Missouri river, 490 miles west of Chicago. Omaha is practically the Eastern terminus of the Union Pacific railway system; here are located the largest smelting and refining works in the world. The city has immense cattle, lumber, manufacturing and commercial interests. It has grown wonderfully during recent years. Reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific and Chicago, Burlington & Quincy railroads. Population (1890), 134,742.

Quincy.—County seat of Adams county, Ill.; situated 125 feet above low-water mark on the east bank of the Mississippi, the extreme western point of the State. The river is crossed by a great railroad bridge. By water, Quincy is 160 miles above St. Louis; by rail, 263 miles southwest of Chicago. Reached by Chicago, Burlington & Quincy railroad. Population (1890), 31,478.

St. Joseph.—County seat of Buchanan county, Mo., and largest city in the northwestern part of that State, 260 miles northwest of St. Louis, 500 miles southwest of Chicago. A beautiful city on the east bank of the Missouri river, which at this point is spanned by a bridge. St. Joseph is a great wholesale center and is said to be one of the wealthiest cities in the West. The town is handsomely built. Reached by Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy; Chicago, St. Paul & Kansas City and Atchison, Topeka & Santa Fe railroads. Population (1890), about 70,000.

St. Louis.—Chief city of Missouri, situated on the west side of the Mississippi river, twenty miles below its confluence with the Missouri; 283 miles southwest of Chicago. The extreme length, in a straight line, 17 miles; the greatest width, 6.60 miles; length of river frontage, 19.15 miles; area (including considerable territory at present suburban in character), 62½ square miles. St. Louis is one of the handsomest cities in America and one of the most progressive. In point of population it ranks the fifth in the United States. There are two bridges across the Mississippi river at this point, one of them being a magnificent steel structure and ranking among the greatest in the world. St. Louis has some beautiful parks and public gardens, magnificent business streets, elegant residences, fine public buildings, and is altogether a city which the visitor should not fail to see. Reached by Chicago & Alton, Illinois Central and Wabash railroads. Population (1890), 460,357.

St. Paul.—Capital of Minnesota, county seat of Ramsey county, a port of entry, situated on the Mississippi river, 2,150 miles from its mouth, ten miles below St. Anthony's Falls; 360 miles northwest of Chicago. The ground on which the city is built rises from the river in a series of terraces. Two lines of steamers ply between St. Paul and St. Louis and intermediate points; the navigable season lasts six months; reached by Chicago & North-Western, Chicago, Milwaukee & St. Paul, Wisconsin Central, Chicago, Burlington & Quincy and Chicago, St. Paul & Kansas City railroads; population, 1890, 133,156.

Springfield.—Capital of Illinois; county seat of Sangamon county; laid out 1822; selected as State Capital 1837; chartered as a city 1840; 185 miles southwest of Chicago. Take Chicago & Alton, Illinois Central or Wabash train. Principal attractions: State Capitol, erected 1866–68, constructed of Joliet marble in the form of Greek Cross, with portico of granite, 385 feet long, 296 wide; has central dome, surmounted by a lantern with a ball on the pinnacle, 360 feet high; contains a General and Law Library, geological and agricultural museums, State Senate and Representative halls and State offices. Lincoln Monument at Oak Ridge Cemetery, erected 1874, designed by Larkin G. Mead, consists of a granite obelisk, height, 98⅓ feet from center of spacious basement (119½ feet long, 72½ feet wide), which contains a catacomb in which is entombed the body of Abraham Lincoln, and a memorial hall. A bronze statue of Lincoln and four groups of figures in bronze, symbolizing the Army and Navy of the United States, are arranged around the base of the obelisk. Lincoln's old homestead is also to be seen here. Reached by Chicago, Alton & St. Louis, Illinois Central and Wabash & St. Louis railroads. Population, 1890, 24,852.

Tributary Towns.—The following are the towns of Illinois, Indiana, Iowa, Michigan and Wisconsin, immediately tributary to Chicago, not included above, with their populations according to the census of 1890: ILLINOIS: Aurora, 19,634; Belleville, 15,360; Bloomington, 20,000; Cairo, 14,000; Canton, 5,589; Champaign, 5,827; Danville, 11,528; Decatur, 16,841; Dixon, 5,149; E. St. Louis, 15,156; Elgin, 17,429; Freeport, 11,000; Galena, 6,406; Joliet, 27,407; Lincoln, 6,125; Litchfield, 5,798; Mattoon, 6,829; Moline, 11,995; Monmouth, 5,837; Ottawa, 11,500; Paris, 5,049; Peoria, 40,758; Rockford, 23,589; Rock Island, 13,596; Sterling, 5,822; Streator, 6,120. INDIANA: Anderson, 10,759; Brazil, 5,902; Columbus, 6,705; Crawfordsville, 6,086; Elkhart, 11,000; Evansville, 50,674; Ft. Wayne, 35,349; Goshen, 6,027, Hunt-

ington, 7,300; Jeffersonville, 11,274; Kokomo, 8,224; Lafayette, 16,407; La-Porte, 7,122; Logansport, 13,798; Madison, 8,923; Marion, 8,724; Michigan City, 10,704; Muncie, 11,339; New Albany, 21,000; Peru, 6,731; Princeton, 6,494; Richmond, 16,849; Seymour, 5,337; Shelbyville, 5,449; South Bend, 21,786; Terre Haute, 30,287; Valparaiso, 5,083; Vincennes, 8,815; Wabash, 5,196; Washington, 6,052. IOWA: Boone, 6,518; Burlington, 22,528; Cedar Rapids, 17,997; Clinton, 13,629; Creston, 9,120; Davenport, 25,161; Dubuque, 30,147; Ft. Madison, 7,906; Iowa City, 5,628; Lyons, 5,791; Marshalltown, 9,308; Muscatine, 11,432; Oskaloosa, 7,300: Ottumwa, 13,996; Sioux City, 37,862; Waterloo, 6,679. MICHIGAN: Adrian, 9,239; Alpena, 11,228; Ann Arbor, 9,509; Battle Creek, 13,000; Bay City, 27,826; Big Rapids, 5,265; Cheboygan, 6,244; Coldwater, 5,462; Escanaba, 8,000; Flint, 9,845; Grand Rapids, 64,147; Ishpeming, 11,184; Kalamazoo, 17,857; Lansing, 12,630; Ludington, 7,199; Manistee, 12,799; Marquette, 9,096; Menominee, 10,606; Monroe, 5,246; Muskegon, 22,688; Negaunee, 6,061; Owosso, 6,544; Pontiac, 6,243; Pt. Huron, 13,519; Saginaw, 46,215; W. Bay City, 12,910; Ypsilanti, 6,128. WISCONSIN: Appleton, 11,825; Ashland, 16,000; Beloit, 6,276; Chippewa Falls, 8,520; Eau Claire, 17,438; Fond du Lac, 11,942; Green Bay, 8,879; Janesville, 10,631; Kenosha, 6,529; La Crosse, 25,053; Madison, 13,392; Manitowoc, 7,525; Marinette, 11,513; Menominee, 5,485; Neenah, 5,076; Oconto, 5,221; Oshkosh, 22,753; Portage, 5,130; Racine, 21,022; Sheboygan, 16,341; Stevens Point, 7,888; Watertown, 8,870; Waukesha, 7,475; Wausau, 9,251; Superior, 13,000.

WATER TRANSPORTATION—LAKE.

A large number of steamers ply between this city and points on all of the lakes, and on the St. Lawrence river during the summer season. These in many instances carry passengers. In general, however, the visitor will take the following lines:

Graham & Morton Transportation Co.—Dock foot of Wabash ave. Steamers leave for St. Joseph and Benton Harbor, daily, at 9:30 A. M. and 9:30 P. M., arriving at St. Joseph at 1:30 P. M. and 1:30 A. M. Also at 11:30 P. M. Saturdays only, arriving at 3:30 A. M.; and 10:00 A. M. Sundays only, arriving at 2 P. M. Single fare $1. Meals extra. Berths extra on City of Chicago. Daily excursion from Chicago, returning same day, $1. Sunday excursions on the City of Chicago, $1.50. Close connections are made at St. Joseph and Benton Harbor with the Chicago & West Michigan Ry. for points north and east, including all points on the Detroit, Lansing & Northern Ry.; with the Cincinnati, Wabash & Michigan and Vandalia Systems for points south and east. Also with the steamer May Graham for Berrien Springs and other points on the picturesque St. Joseph river. This company does not guarantee to run on the above time, but reserves the right to vary therefrom without notice. J. H. Graham, president; J. S. Morton, secretary and treasurer. This company owns the magnificent steel side-wheel steamer Puritan. The trip to St. Joseph and Benton Harbor is a delightful one. On the Michigan side of the lake there are many attractive and healthful summer resorts.

Goodrich Line—Docks foot of Michigan ave. The "Goodrich Line" was founded in 1856 by Captain A. E. Goodrich, and about ten years later was incorporated under the laws of Wisconsin. The Goodrich Transportation Company's steamers ply between Chicago and all the principal ports on Lake

Michigan and Green Bay, forming regular lines during the season of navigation as follows: Racine and Milwaukee, daily morning and evening lines. Sheboygan and Manitowoc, daily evening line. Sturgeon Bay and Menominee, daily evening line. Grand Haven and Muskegan, daily evening line. Ludington and Manistee, daily line. Green Bay and Manistique, tri-weekly line. The latest additions to the fleet, the steamships "City of Racine," "Indiana," "Atlanta," and the steel twin screw steamship "Virginia," are evidences that this company is determined to keep up with the times in providing everything that will add to the comfort and pleasure of the traveling public. Mr. A. W. Goodrich (son of the founder of the Goodrich line) is the present head of the Company. The officers are as follows: A. W. Goodrich, president and treasurer; E. L. Upton, vice president; G. Hurson, secretary and general traffic manager; J. W. Gillman, superintendent; John Singleton, general passenger agent; W. E. Elliott, chief engineer.

Lake M. and Lake S. Trans. Co.—The Lake Michigan and Lake Superior Transportation Co., incorporated under the laws of the State of Illinois in 1879, is the successor of the old Pioneer lines, established some thirty-five years ago, and is now the only line operating freight and passenger steamers between Chicago and Duluth, the head of Lake Superior. Steamers sail from Chicago regularly every Wednesday and Saturday evening at 8.30, and call at Mackinac Island, Sault Ste. Marie, Marquette, and all ports in the world-renowned iron and copper district of Lake Superior. During the spring and fall months this company devotes its entire attention to the freight business, contracting not only for freight to local points on their route, but is making great strides in the direction of through freight to points in the great Northwest as far as the Pacific coast. The summer months are principally devoted to its passenger business, which, during the last few years, has grown to enormous proportions, partially owing to the famous northern summer resorts, that are reached regularly twice a week. The steamers of this line are commodious, elegantly furnished, and rank among the best on the inland seas. The wharf is located near Rush street bridge, and is the most convenient to the business center of the city.

A SIDE VIEW OF FIELD'S WHOLESALE HOUSE.

PART IV.

THE WORLD'S COLUMBIAN EXPOSITION.

The World's Columbian Exposition, to be held in Chicago in 1893, will be, unquestionably and in every respect, the greatest International Fair of the century. The United States Government has given it official recognition and aid, and has invited foreign nations to participate in it. It is believed that, almost without exception, they will do so. Every State and Territory is manifesting active and enthusiastic interest, and is preparing to make a creditable exhibit of its resources and products. It seems assured that the Exposition will far surpass all of its predecessors in extent and completeness, and will furnish facilities for education and the reaping of commercial advantages and benefits never before equaled. Chicago has taken upon itself the direction and financial management of the great enterprise, and no one familiar with the city's wonderful resources, energy and pluck, doubts that the undertaking will be crowned with conspicuous success.

CONGRESSIONAL ACTION.

Selection of Chicago.—The idea of holding a World's Fair at some point in the United States, in celebration of the 400th anniversary of the discovery of America by Columbus, was first seriously considered in the summer of 1889, and it quickly received popular approval. As soon as it seemed probable that such a Fair would be held, several cities, notably New York, Chicago, St. Louis and Washington, entered into a spirited rivalry to be designated as the place of its location, and urged their respective claims before Congress with all the force and influence they could command. It was apparent from the start, almost, that either New York or Chicago would be selected. Chicago, with characteristic energy, formed an organization—the World's Columbian Exposition—embracing its most substantial business men, raised more than $5,000,000 by subscription, and pledged itself to increase the amount to $10,000,000, to be expended in behalf of the Fair. Chicago's superiority in many respects as a place for holding the Exposition was admitted, and on the first ballot this city led New York by more than 40 votes. It captured the prize on the eighth ballot, receiving 157 votes to 107 for New York, 25 for St. Louis and 18 for Washington. The disappointment of its rivals soon wore off, and the selection of Chicago has now almost universal approval.

Act of Congress.—The Act of Congress providing for the Fair was approved by President Harrison, April 25, 1890, and begins as follows:

Whereas, It is fit and appropriate that the four hundredth anniversary of the discovery of America be commemorated by an exhibition of the resources of the United States of America, their development, and of the progress of civilization in the new world; and

Whereas, Such an exhibition should be of a national and international character, so that not only the people of our Union, and this Continent, but those of all nations, as well, can participate, and should, therefore, have the sanction of the Congress of the United States; therefore,

BE IT ENACTED, by the Senate and House of Representatives of the United States of America, in Congress assembled, that an exhibition of arts, industries, manufactures, and product of the soil, mine and sea shall be inaugurated in the year eighteen hundred and ninety-two, in the City of Chicago, in the State of Illinois, as hereafter provided.

The act then goes on with provisions, as summarized below, relative to the conduct of the Exposition. It provides for a national supervisory body, known as the World's Columbian Commission, to be appointed by the President, composed of two commissioners and two alternates from each State and Territory and the District of Columbia, and eight commissioners and eight alternates at large, the commissioners and alternates from the States and Territories to be appointed upon nomination by their respective governors.

Power of Commission.—This Commission was empowered to accept such site for the Exposition and such plans and specifications for buildings as the local organization might determine upon and tender, provided said site and plans were deemed adequate, and it was first satisfied that the local organization had secured bona fide subscriptions to the amount of $5,000,000, and there was assured an additional $5,000,000 for Exposition purposes. It was also empowered to allot space for exhibitors, prepare a classification of exhibits, determine the plan and scope for the Exposition, award premiums, and generally have charge of all intercourse with the exhibitors and representatives of foreign nations. In point of fact, a large share of these duties will really be performed by the local organization, under approval of the national body. The Commission was required also to appoint a board of Lady Managers for the Exposition, and to provide for the dedication, with appropriate ceremonies, of the Exposition buildings, on the 12th day of October, 1892.

Proclamation.—By the act, the President of the United States, when satisfied that the local corporation had made provision for suitable grounds and buildings, and had raised or provided for, a sum of not less than $10,000,000 for Exposition purposes, was directed to make proclamation of such facts and to invite foreign nations to take part in said Exposition, said proclamation to be communicated to the diplomatic representatives of foreign nations for publication in their respective countries. The President was also directed to hold a naval review in New York harbor in April, 1893, and to extend to foreign nations an invitation to send ships of war to join the United States navy in rendezvous at Hampton Roads and proceed thence to said review.

Dutiable Articles Exhibited.—The Act specifies that all dutiable articles imported to be exhibited, and not intended for sale, shall be admitted free of duty and customs fees, and that such articles may be sold only subject to the established duties and under such regulations as the Secretary of the Treasury shall prescribe.

Government Exhibits.—The Government of the United States is required to exhibit, from its executive departments, Smithsonian Institution, Fish Commission, and National Museum "such articles and materials as illustrate the function and administrative faculty of the government in time of peace, and its resources as a war power, tending to demonstrate the nature of

our institutions and their adaptation to the wants of the people." The President is required to appoint a board to prepare and care for this exhibit, and the Secretary of the Treasury is directed to provide a suitable building to contain it, at an expense not exceeding $400,000. As a part of the government exhibit the Secretary of the Treasury is required to establish and fully equip a life-saving station, such as is in operation at various points on the coast of the United States. For the government exhibit entire and for the buildings to contain it, the Act appropriates $1,500,000. Such are the chief provisions of the act.

Organization.—Immediately upon the passage of the act, the work of organizing and preparation was begun, and it has proceeded since as rapidly as the many obstacles incident to such a great undertaking would permit. From time to time difficulties and conflict of authority, threatening to be serious, arose between the National Commission and the Local Directory, but each one has been adjusted satisfactorily, and now harmony prevails and the work of preparation is going on smoothly and rapidly.

GENERAL MANAGEMENT.

Local Directory.— The Local Directory has given almost its entire time to Exposition work, has met nearly every day, apportioned the work among numerous committees, secured an ample and excellent site, had plans prepared for the buildings, has made available more than $10,000,000 [the city of Chicago issuing bonds for $5,000,000], has established offices, set a large force of employes at work and otherwise set in motion the machinery of preparation for the great Exposition.

National Commission.—The National Commission has held three sessions, appointed the board of Lady Managers, approved the site and plans of buildings, elected Hon. George R. Davis, of Chicago, director-general of the Exposition, upon recommendation of the Local Directory; has adopted a classification of exhibits, appointed a Board of Control, to act with a similar board from the Local Directory, and has divided the Exposition work into the following departments:

A—Agriculture, Food and Food Products, Farming Machinery and Appliances.
B—Viticulture, Horticulture and Floriculture.
C—Live stock, Domestic and Wild Animals.
D—Fish, Fisheries, Fish Products, and Apparatus of Fishing.
E—Mines, Mining and Metallurgy.
F—Machinery.
G—Transportation Exhibits—Railways, Vessels, Vehicles.
H—Manufactures.
J—Electricity and Electrical Appliances.
K—Fine Arts—Pictorial, Plastic and Decorative.
L—Liberal Arts, Education, Engineering, Public Works, Architecture, Music and the Drama.
M—Ethnology, Archæology, Progress of Labor and Invention—Isolated and Collective Exhibits.
N—Forestry and Forest Products.
O—Publicity and Promotion.
P—Foreign Affairs.

Lady Managers.—The Lady Managers met and organized, and put into operation efficient agencies to secure at the Exposition a showing of the condition and progress of woman, and the evidence of her work in the various branches of industry.

PRELIMINARY DETAILS.

President's Proclamation.—In due time the National Commission reported to the President of the United States; who, upon its recommendation, issued this proclamation and invitation to the nations of the earth:

By the President of the United States of America:

A PROCLAMATION.

WHEREAS, Satisfactory proof has been presented to me that provision has been made for the adequate grounds and buildings for the uses of the World's Columbian Exposition, and that a sum not less than $10,000,000, to be used and expended for the purposes of said Exposition, has been provided in accordance with the conditions and requirements of section 10 of an act, entitled "An Act to provide for celebrating the four-hundredth anniversary of the discovery of America by Christopher Columbus by holding an International exhibition of arts, industries, manufactures and the products of the soil, mine and sea, in the city of Chicago, in the State of Illinois," approved April 25, 1890.

NOW, THEREFORE, I, Benjamin Harrison, President of the United States, by virtue of the authority vested in me by said Act, do hereby declare and proclaim that such International Exhibition will be opened on the first day of May, in the year eighteen hundred and ninety-three, in the city of Chicago, in the State of Illinois, and will not be closed before the last Thursday in October of the same year.

And in the name of the Government and of the people of the United States, I do hereby invite all the nations of the earth to take part in the commemoration of an event that is pre-eminent in human history and of lasting interest to mankind, by appointing representatives thereto, and sending such exhibits to the World's Columbian Exposition as will most fitly and fully illustrate their resources, their industries and their progress in civilization.

IN TESTIMONY WHEREOF I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this twenty-fourth day of December, in the year of our Lord, one thousand eight hundred and ninety, and the independence of the United States the one hundred and fifteenth.

By the President: BENJAMIN HARRISON.

JAMES G. BLAINE, Secretary of State.

This proclamation, accompanied by a letter of the Secretary of State, regulations for foreign exhibitors, regulations of the Secretary of the Treasury governing the free importation of exhibits, and the prospectus of a proposed World's Congress Auxiliary of the World's Columbian Exposition, was sent to the following countries early in January: Argentine Republic, Siberia, Austria-Hungary, Mexico, Belgium, Netherlands, Paraguay and Uruguay, Brazil, Persia, Peru, Guatemala, Portugal, Salvador, Roumania, Nicaragua, Russia, Honduras, Servia, Costa Rica, Siam, Chili, Spain, China, Sweden and Norway, Colombia, Switzerland, Corea, Turkey, Denmark, Venezuela, Ecuador, France, Germany, Great Britain, Greece, Hawaiian Islands, Italy, Japan.

World's Congress Auxiliary.—The World's Congress Auxiliary, referred to above, is an authorized adjunct of the World's Fair, and aims to supplement the exposition which that will make of the material progress of the world by a portrayal of the "wonderful achievements of the new age in science, literature, education, government, jurisprudence, morals, charity, religion and other departments of human activity, as the most effective means of increasing the fraternity, progress, prosperity and peace of mankind." Virtually it will be a series of congresses at which the greatest thinkers of the world will discuss, among other themes, the following:

I. The grounds of fraternal union in the language, literature, domestic life, religion, science, art and civil institutions of different peoples.

II. The economic, industrial and financial problems of the age.

III. Educational systems, their advantages and their defects; and the means by which they may best be adapted to the recent enormous increase in all departments of knowledge.

IV. The practicability of a common language, for use in the commercial relations of the civilized world.

V. International copyright and the laws of intellectual property and commerce.

VI. Immigration and naturalization laws, and the proper international privileges of alien governments, and their subjects, or citizens.

VII. The most efficient and advisable means of preventing or decreasing pauperism, insanity and crime; and of increasing productive ability, prosperity and virtue throughout the world.

VIII. International law as a bond of union and a means of mutual protection; and how it may best be enlarged, perfected and authoritatively expressed.

IX. The establishment of the principles of judicial justice, as the supreme law of international relations, and the general substitution of arbitration for war in the settlement of international controversies.

DIRECTORY.

Below will be found a directory of the (1) World's Columbian Commission; (2) World's Columbian Exposition; (3) Joint Board of Reference and Control; (4) Board of Lady Managers; (5) Board of Management of the U. S. Government Exhibit; (6) World's Congress Auxiliary. [NOTE.—The letters "D" and "R," which appear after the names of Commissioners, etc., indicate the politics of the persons named—Democrat or Republican—the management of the Columbian Exposition being equally divided between members of the two great political parties of the United States.]

The World's Columbian Commission.—President, Thomas W. Palmer, of Michigan, R.; 1st vice-president, Thomas M. Waller, of Connecticut, D.; 2d vice-president, M. H. de Young, of California, R.; 3d vice-president, Davidson B. Penn, of Louisiana, D.; 4th vice-president, Gorton W. Allen, of New York, R.; 5th vice-president, Alexander B. Andrews, of North Carolina. D.; secretary, John T. Dickinson, of Texas, D.; director-general World's Columbian Exposition, George R. Davis, of Illinois, R.; vice-chairman executive committee, James A. McKenzie, of Kentucky, D.

Commissioners at Large.—Augustus G. Bullock, D., Worcester, Mass.; Gorton W. Allen, R., Auburn, N. Y.; Peter A. B. Widener, R., Philadelphia, Pa.; Thomas W. Palmer, R., Detroit, Mich.; Richard C. Kerens, R., St. Louis, Mo.; Willlam Lindsay, D., Frankfort, Ky.; Henry Exall, D., Dallas, Tex.; Mark L. McDonald, D., Santa Rosa, Cal. Alternates—Henry Ingalls, Wiscasset, Me.; Louis Fitzgerald, New York, N. Y.; John W. Chalfant, Pittsburgh, Pa.; James Oliver, South Bend, Ind.; R. W. Furnas, Brownville, Neb.; Patrick Walsh, Augusta, Ga.; H. C. King, San Antonio, Tex.; Thomas Burke, Seattle, Wash.

Commissioners of the District of Columbia.—Alexander T. Britton, R., Washington; Albert A. Wilson, D., Washington. Alternates—E. Kurtz Johnson, Washington; Dorsey Clagett, Washington.

Commissioners of the States.—ALABAMA—Frederick G. Bromberg, R., Mobile; Oscar R. Hundley, D., Huntsville. Alternates, Gotthold L. Werth, Montgomery; William S. Hull, Sheffield. ARKANSAS—John D. Adams, D., Little Rock; Lafayette Gregg, R., Fayetteville. Alternates, J. T. W. Tillar, Little Rock; Thomas H. Leslie, Stuttgart. CALIFORNIA—Michael H. de Young, R., San Francisco; William Forsyth, D., Fresno. Alternates, George Hazleton, San Francisco; Russ D. Stephens, Sacramento. COLORADO—Roswell E. Goodell, D., Leadville; Frederick J. V. Skiff, R., Denver. Alternates, Henry B. Gillespie, Aspen; O. C. French, New Windsor. CONNECTICUT—Leverett Brainard, R., Hartford; Thomas M. Waller, D., New London. Alternates, Charles F. Brooker, Torrington; Charles R. Baldwin, Waterbury. DELAWARE—George V. Massey, R., Dover; Willard Hall Porter, D., Wilmington. Alternates, Charles F. Richards, Georgetown; William Saulsbury, Dover. FLORIDA—Richard Turnbull, D., Monticello. Alternates, Dudley W. Adams, Tangerine; Jesse T. Bernard, Tallahassee. GEORGIA—Lafayette McLaws, R., Savannah; Charlton H. Way, D., Savannah. Alternates, James Longstreet, Gainesville; John W. Clark, Augusta. IDAHO—George A. Manning, R., Post Falls; John E. Stearns, D., Nampa. Alternates, A. J. Crook, Hailey; John M. Burke, Wardner. ILLINOIS—Charles H. Deere, R., Moline; Adlai T. Ewing, D., 38 Montauk Blk., Chicago. Alternates, Lafayette Funk, Shirley; De Witt Smith, Springfield. INDIANA—Thomas E. Garvin, D., Evansville; Elijah B. Martindale, R., Indianapolis. Alternates, William E. McLean, Terre Haute; Charles M. Trevis, Crawfordsville. IOWA—William F. King, R., Mt. Vernon. Alternates, Joseph Eiboeck, Des Moines;

John Hayes, Red Oak. KANSAS—Charles K. Holliday, Jr., D., Topeka; Reese R. Price, R., Hutchinson. Alternates, M. D. Henry, Frank W. Lanyon, Pittsburg. KENTUCKY—John Bennett, R., Richmond; James A. McKenzie, D., Oak Grove. Alternates, David N. Comingore, Covington; John S. Morris, Louisville. LOUISIANA—Davidson B. Penn, D., Newellton; Thomas J. Woodward, R., New Orleans. Alternates, Alphonse Le Due, New Orleans; P. J. McMahon, Tangipahoa. MAINE—Augustus R. Bixby, R., Skowhegan; William G. Davis, D., Portland. Alternates, James A. Boardman, Bangor; Clark S. Edwards, Bethel. MARYLAND—James Hodges, D., Baltimore; Lloyd Lowndes, R., Cumberland. Alternates, George M. Upshur, Snow Hill; Daniel E. Conkling, Baltimore. MASSACHUSETTS—Francis W. Breed, R., Lynn; Thomas E. Proctor, D., Boston. Alternates, George P. Ladd, Spencer; Albert C. Haughton, North Adams. MICHIGAN—M. Henry Lane, R., Kalamazoo; Charles H. Richmond, D., Ann Arbor. Alternates, Ernest B. Fisher, Grand Rapids; George .H Barbour, Detroit. MINNESOTA—Matthew B. Harrison, D., Duluth; Orson V. Tousley, R., Minneapolis. Alternates, Thomas C. Kurtz, Moorhead; Lewis P. Hunt, Mankato. MISSISSIPPI—Joseph M. Bynum, R., Rienzi; Robert L. Saunders, D., Jackson. Alternates, Fred W. Collins, Summit; Joseph H. Brinker, West Point. MISSOURI—Thomas B. Bullene, R., Kansas City; Charles H. Jones, D., St. Louis. Alternates, O. H. Picher, Joplin; R. L. McDonald, St. Joseph. MONTANA—Lewis H. Hershfield, R., Helena; Armistead H. Mitchell, D., Deer Lodge City. Alternates, Benjamin F. White, Dillon; Timothy E. Collins, Great Falls. NEBRASKA—Euclid Martin, D., Omaha; Albert G. Scott, R., Kearney. Alternates, William L. May, Fremont; John Lauterbach, Fairbury. NEVADA—James W. Haines, R., Genoa; George Russell, D., Elko. Alternates, Enoch Strother, Virginia City; Richard Ryland, Reno. NEW HAMPSHIRE—Walter Aiken, D., Franklin; Charles D. McDuffie, R., Manchester Alternates, George Van Dyke, Lancaster; Frank E. Kaley, Milford. NEW JERSEY—William J. Sewell, R., Camden; Thomas Smith, D., Newark. Alternates, Frederick S. Fish, Newark; Edwin A. Stevens, Hoboken. NEW YORK—Chauncey M. Depew, R., New York; John Boyd Thacher, D., Albany. Alternates, James H. Breslin, New York; James Roosevelt, Hyde Park. NORTH CAROLINA—Alexander B. Andrews, D., Raleigh; Thomas B. Keogh, R., Greensboro. Alternates, Elias Carr, Old Sparta; G. A. Bingham, Salisbury. NORTH DAKOTA—H. P. Rucker, R., Grand Forks; Martin Ryan, D., Fargo. Alternates, Charles H. Stanley, Steele; Peter Cameron, Tyner. OHIO—Harvey P. Platt, D., Toledo; William Ritchie, R., Hamilton. Alternates, Lucius C. Cron, Piqua; Adolph Pluemer, Cincinnati. OREGON—Henry Klippel, D., Jacksonville; Martin Wilkins, R., Eugene City. Alternates, J. L. Morrow, Heppner; W. T. Wright, Union. PENNSYLVANIA—William McClelland, D., Pittsburg; John W. Woodside, R., Philadelphia. Alternates, R. Bruce Ricketts, Wilkes-Barre; John K. Hallock, Erie. RHODE ISLAND—Lyman B. Goff, R., Pawtucket; Gardiner C. Sims, D., Providence. Alternates, Jeffery Hazard, Providence; Lorillard Spencer, Newport. SOUTH CAROLINA—A. P. Butler, D., Columbia; John R. Cochran, R., Anderson. Alternates, E. L. Roche, Charleston; J. W. Tindell, Sumter. SOUTH DAKOTA—Merritt H. Day, D., Rapid City; William McIntyre, R., Watertown. Alternates, S. A. Ramsey, Woonsocket; L. S. Bullard, Pierre. TENNESSEE—Louis T. Baxter, R., Nashville; Thomas L. Williams, D., Knoxville. Alternates, Rush Strong, Knoxville; †A. B. Hurt, Chattanooga. TEXAS—Archelaus M. Cochran, R., Dallas; †John T. Dickinson, D., Austin. Alternates, Lock McDaniel, Anderson; Henry B. Andrews. San Antonio. VERMONT—Henry H. McIntyre, R., West Randolph; Bradley B. Smalley, D., Burlington. Alternates, Aldace F. Walker, Rutland; Hiram Atkins, Montpelier. VIRGINIA—Virginius D. Groner, R., Norfolk; John T. Harris, D., Harrisonburg. Alternates, Charles A. Heermans, Christiansburg; Alexander McDonald, Lynchburg. WASHINGTON—Henry Drum, D., Tacoma; Charles B. Hopkins, R., Spokane Falls. Alternates, William Bingham, Cheney; Clarence B. Bagley, Seattle. WEST VIRGINIA—James D. Butt, R., Harper's Ferry; J. W. St. Clair, D., Fayetteville; Alternates, Wellington Vrooman, Parkersburg; John Corcoran, Wheeling. WISCONSIN—Philip Allen, Jr., R., Mineral Point; David M. Benjamin, Milwaukee. Alternates, David W. Curtis, Fort Atkinson; Myron Reed, Superior. WYOMING—Ashel C. Beckwith, D., Evanston; Henry G. Hay, R., Cheyenne. Alternates, Asa S. Mercer, Cheyenne; John J. McCormick, Sheridan. ALASKA—Edward de Groff, Sitka; Louis L. Williams, Juneau. Alternates, Carl Spuhn, Killisno; N. A. Fuller, Juneau. ARIZONA—George F. Coats, R., Phœnix; William Zeckendorf, D., Tucson. Alternates, W. L. Van Horn, Flagstaff; Herbert H. Logan, Phœnix. NEW MEXICO—Thomas C. Gutierres. D., Albuquerque; Richard Mansfield White, R., Hermosa, Sierra Co. Alternates, L. C. Tetard, East Las Vegas; Charles B. Eddy, Eddy. OKLAHOMA.—Othniel Beeson, D., Reno City; John D. Miles, R., Kingfisher. Alternates, John Wallace, Oklahoma City; Joseph W. McNeal, Guthrie. UTAH—Frederick J. Kiesel, D.. Ogden; Patrick H. Lannan, R., Salt Lake City. Alternates, William M. Ferry, Park City; Charles Crane, Kanosh.

† Chicago.

Executive Committee.—President, T. W. Palmer, Michigan, Chairman; James A. McKenzie, Kentucky, Vice-chairman; John T. Dickinson, Texas, Secretary; A. B. Hurt, Tennessee, Assistant Secretary. M. L. McDonald, Commissioner-at-Large; R. C. Kerens, Commissioner-at-Large; Henry Exall, Commissioner-at-Large; P. A. B. Widener, Commissioner-at-Large; John T. Harris, Virginia; William J. Sewell, New Jersey; B. B. Smalley, Vermont; E. B. Martindale, Indiana; John Boyd Thacher, New York; Francis W. Breed, Massachusetts; Euclid Martin, Nebraska; Reese R. Price, Kansas; M. B. Harrison, Minnesota; James D. Butt, West Virginia; Adlai T. Ewing, Illinois; William F. King, Iowa; H. P. Platt, Ohio; L. McLaws, Georgia; T. L. Williams, Tennessee; Joseph Hirst, Florida; R. L. Saunders, Mississippi; L. H. Hershfield, Montana; R. E. Goodell, Colorado; A. T. Britton, District of Columbia.

World's Columbian Exposition Association of Chicago.—Director-general, George R. Davis. Officers: President, Lyman J. Gage; first vice-president, Thomas B. Bryan; second vice-president, Potter Palmer; secretary, Benjamin Butterworth; assistant secretary, J. H. Kingwill; treasurer, Anthony F. Seeberger; auditor, William K. Ackerman. Board of directors: Owen F. Aldis, Samuel W. Allerton, Wm. T. Baker, Thos. B. Bryan, Edward B. Butler, William J. Chalmers, Robert C. Clowry, Mark L. Crawford, De Witt C. Cregier, George R. Davis, James W. Ellsworth, John V. Farwell, Jr.; Lyman J. Gage, Harlow N. Higinbotham, Charles L. Hutchinson, Edward T. Jeffery, Eldridge G. Keith, W. D. Kerfoot, Rollin A. Keyes, Marshall M. Kirkman, Herman H. Kohlsaat, Edward F. Lawrence, Thies J. Lefens, Cyrus H. McCormick, Andrew McNally, Joseph Medill, Adolph Nathan, Robert Nelson, John J. P. Odell, Potter Palmer, James C. Peasley, Ferd. W. Peck, Erskine M. Phelps, Eugene S. Pike, Martin A. Ryerson, Charles H Schwab, Anthony F. Seeberger, William E. Strong, Charles H. Wacker, Robert A. Waller, Edwin Walker, Charles C. Wheeler, Frederick S. Winston, Charles T. Yerkes, Otto Young.

Executive Committee.—Lyman J. Gage, president; Thomas B. Bryan, first vice-president; Potter Palmer, second vice-president; Ferd W. Peck, De Witt C. Cregier. Edwin Walker, Erskine M. Phelps, William T. Baker, Rollin A. Keyes, Marshall M, Kirkman, Charles L. Hutchinson, Otto Young, Robert C.Clowry.

Standing Committees.—*Finance*, F. W. Peck, chairman; E. G. Keith, Otto Young, J. J. P. Odell, H. N. Higinbotham. *Grounds and Buildings*, D. C. Cregier, chairman; Owen F. Aldis, Robert A. Waller, Eugene S. Pike, George R. Davis, C. H. Schwab, E. T. Jeffery. *Legislation*, Edwin Walker, chairman; W. T. Baker, George R. Davis, A. Nathan, F. S. Winston. *National and State Exhibits*, E. M. Phelps, chairman; S. W. Allerton, E. T. Jeffery, J. V. Farwell, Jr.; A. F. Seeberger. *Foreign Exhibits*, W. T. Baker, chairman; M. A. Ryerson, H. N. Higinbotham, J. W. Ellswor h, T. J. Lefens. *Press and Printing*, R. A. Keyes, chairman; Mark L. Crawford, H. H. Kohlsaat, Andrew McNally, C. H. McCormick. *Transportation*, M. M. Kirkman, chairman; W. D. Kerfoot, J. C. Peasley, C. C. Wheeler, W. E. Strong. *Fine Arts*, C. L. Hutchinson, chairman; J. W. Ellsworth, Potter Palmer, C. T. Yerkes, R. A. Waller. *Mechanical and Electrical Appliances*, R. C. Clowry, chairman; E. B. Butler, C. H. Wacker. D. C. Cregier, Robert Nelson. *Ways and Means*, Otto Young, chairman; E. B. Butler, W. D. Kerfoot, A. Nathan, H. H. Kohlsaat, E. F. Lawrence, Andrew McNally, R. A. Keyes, R. A. Waller, C. H. McCormick, H. N. Higinbotham, C. H. Wacker, William J. Chalmers.

Board of Reference and Control, World's Columbian Commission.—Thomas W. Palmer, of Michigan, president; James A. McKenzie, of Kentucky, vice-chairman executive committee; George V. Massey, of Delaware; William Lindsay, of Kentucky; Michael H. De Young, of California; Thomas M. Waller, of Connecticut; Elijah B, Martindale, of Indiana; J. W. St. Clair, of West Virginia; John T. Dickinson, of Texas. secretary. *World's Columbian Exposition*, Lyman J. Gage, president; Thomas B. Bryan, Potter Palmer, Ferd W. Peck, Edward T. Jeffery, Edwin Walker, Frederick S. Winston, De Witt C. Cregier, Benjamin Butterworth, secretary.

Executive.—George R. Davis. director-general; Moses P. Handy, chief, department publicity and promotion; W. I. Buchanan, chief, department of agriculture; temporary chief, department of live stock, etc.; Joseph Hirst, secretary, installation. Prof. John P. Barrett, chief, department electricity and electrical appliances; Prof. F, W. Putnam, chief, department ethnology, archæology, etc.; Capt. J. W. Collins, chief, department fish, fisheries, etc.; Col. Alexander D. Anderson, commissioner in charge Eastern headquarters, New York City; E. E. Jaycox, traffic manager; D. H. Burnham, chief of construction; F. L. Olmstead, consulting landscape architect; A. Gotleib, consulting engineer; E. G. Nourse, chief assistant engineer; Wm. S. McHarg, engineer of water and sewerage.

Board of Architects.—R. M. Hunt, New York, chairman; Geo. B. Post, New York; McKim, Mead & White, New York; Peabody & Stearns, Boston; Van Brunt & Howe, Kansas City; W. L. B. Jenny, Chicago; S. S. Beman, Chicago; Adler & Sullivan,

Chicago; Henry Ives Cobb, Chicago; Burley & Whitehouse, Chicago; Holabird & Roche, Chicago. Between twenty-five and thirty commissioners to foreign countries have been appointed and are engaged in promoting the interests of the Exposition.

BOARD OF LADY MANAGERS.—President, Mrs. Potter Palmer, Chicago; first vice-president, Mrs. Ralph Trautmann, New York; second vice-president, Mrs. Edwin C. Burleigh, Maine; third vice-president, Mrs. Charles Price, North Carolina; fourth vice-president, Miss Katherine L. Minor, Louisiana; fifth vice-president, Mrs. Beriah Wilkins, District of Columbia; sixth vice-president, Mrs. Susan R. Ashley, Colorado; seventh vice-president, Mrs. Flora Beall Ginty, Wisconsin; eight vice-president, Mrs. Margaret Blaine Salisbury, Utah; vice-president-at-large, Mrs. Russell B. Harrison, Montana; secretary, Miss Phoebe W. Couzins, Missouri.

World's Congress Auxiliary.—Charles C. Bonney, president; Thomas B. Bryan vice-president; Lyman J. Gage, treasurer; Benjamin Butterworth, secretary. Mrs. Bertha M. H. Palmer, president of the Woman's Branch of the World's Congress Auxiliary and ex-officio Chairman of the Woman's General Committee. Mrs. Charles Henrotin, vice-chairman. Mrs. Henry M. Wilmarth, Mrs. J. M. Flower, Mrs. J. Young Scammon, Mrs. Myra Bradwell, Mrs. John C. Coonley, Mrs. R. Hall McCormick, Mrs. O. M. Potter, Mrs. Wirt Dexter, Dr. Sarah Hackett Stevenson, Miss Nina Gray Lunt, Mrs. A. H. Chetlain, and Miss Frances E. Willard, general committee.

The membership of the Board of Lady Managers consists of representatives of all the States and Territories.

SITE OF THE EXPOSITION.

The Exposition site, tendered by the Local Directory and accepted by the Commission, is an ideal one. No world's fair ever had one surpassing it. It embraces Jackson and Washington parks and Midway Plaisance—a strip 600 feet wide connecting the two. The Lake Front park, of forty-one acres, situated only a few squares from the business center of the city, was also included in the site at first and was intended to be the location of such exhibits as would be specially attractive to visitors in the evening; but, owing to opposition and obstructions offered by owners of abutting property and by the Illinois Central railway, its utilization was found impracticable. Accordingly the Exposition will occupy a single instead of dual site, and the mature judgment of the majority seems to be that on the whole it will be to its advantage to have it so.

The Site Agreed Upon.—Jackson park, where the greater number of the Exposition buildings are to be, is beautifully situated on the lake shore seven miles southeast of the City Hall, and embraces 586 acres. Washington park is a mile or more nearer and has 371 acres. Midway Plaisance has 80 acres. Thus a total of 1,037 acres is available for the Exposition. The spacious grounds of the Washington Driving Park Association, adjoining Washington park on the south, will be used for certain stock exhibits. Upon these parks previous to their selection as the World's Fair site $4,000,000 was spent in laying out the grounds and beautifying them by lawns, flower-beds, shrubbery, etc. The Exposition people will spend more than $1,000,000 in their further preparation. The contract for grading alone has been let at $397,000. These parks are connected with the center of the city and with the general park and boulevard system by more than thirty-five miles of boulevards from 100 to 300 feet in width. A description of the parks and boulevards will be found elsewhere in this volume. The projected improvements include additional walks and driveways, lakes, canals, fountains, statuary, a pier extending 1,500 feet into the lake, etc.

THE BOULEVARD, PULLMAN.

The Buildings.—The buildings of the Columbian Exposition will far surpass those of any previous world's fair in numbers, size and splendor. They will have a total frontage of more than two miles, and be in the main sixty feet high, but with numerous domes, towers and turrets for architectural effect. The grand central group of buildings and the acreage they will cover are as follows: Fish and fisheries, 1.7; fisheries annex, .5; Government, 3.6; manufactures, 31.2; electricity and electrical appliances, 5.6; mines and mining, 5.6; agricultural, 9.2; machinery, 9 7; machinery annex, 8.7; annex for power, 8.3; horticultural, 5.7; women's building, 2.3; transportation, 9.3; administration, 1 4; total, 102.7. In addition to those named above there will be magnificent buildings for fine arts, decorative arts; an immense structure for live stock, and the numerous buildings erected by the States, by foreign countries, etc. It is impossible to state yet what the total number of buildings will be, but it is estimated that not less than 125 acres will be under roof, or about double the space utilized at the Paris Exposition.

Estimated Cost of Buildings.—All of the buildings and the grounds generally will be brilliantly lighted by electricity at an estimated cost of $425,000. The estimated cost of the principal buildings, so far as can now be stated, is: Administration, $650,000; Electrical, $650,000; Agricultural, $500,000; Machinery Hall, $450,000; Entrances, $400,000; Ornamental Pier and Casino, $250,000; Mines and Mining, $350,000; Fish and Fisheries, $350,000; Live Stock and Show Ring, $385,000; Manufactures, $200,000; Horticulture, $250,000; Woman's Building, $200,000; Gymnasium, $185,000; Fine Arts, $500,000; Transportation, including Depots, $1,000,000; total, $6,320,000.

Estimated Total Cost.—Including the above, the total amount required by the construction department is estimated at between $10,000,000 and $12,000,000. This, of course, does not include the cost of the State, foreign or private buildings. A rough estimate has been made of the grand total of all appropriations, made and expected, by the United States, the Exposition Company, the States and Territories, corporate bodies, trade associations, manufacturers and foreign nations, and it reaches a total of $32,000,000. The amount is more likely to exceed that sum than to fall under it.

Special Attractions.—Among the many special attractions contemplated, which are outside of what may be considered the regular range of exhibits, may be mentioned a tower higher than the Eiffel, an $800,000 water palace, a naval exhibit including a reproduction of the Columbus fleet, a mine several hundred feet deep, pleasure boats propelled by electricity, captive balloons, a reproduction of an ancient Roman dwelling of the time of Pompeii, a Japanese village, a National portrait gallery, a band congress, and a children's chorus of 1,000 voices. Attractions of this sort will be chiefly of a private or semi private proprietorship, as was the Eiffel tower at the Paris Exposition.

Transportation.—The facilities for reaching the Exposition from all parts of the city will be greatly increased by the time the opening occurs. They will include steam, electric and horse railways, cable cars, elevated roads, an extensive carriage and cab service, steamboat lines on the lake, and, perhaps, other means. An enormous attendance is anticipated, and it is the intention to provide not only ample transportation facilities, but every accommodation on the grounds for the convenience and comfort of visitors, no matter how numerous they may be. Police regulations will be as perfect as they can be made.

Headquarters.—The headquarters of the World's Columbian Exposition are, at present, in the Rand-McNally building on Adams street, occupying the entire fourth floor. There are the offices of the National Commission, the Local Directory, the Lady Managers, the World's Congress Auxiliary, the chiefs of the several departments, committee rooms, etc., etc. No business house in the city presents more the appearance of a hive of industry than do the Exposition offices. The department of publicity and promotion is most busy of all. Upon it devolves the work of placing the Exposition—its purpose, scope, condition, prospects, and expected beneficial effects—favorably before the eyes of the civilized world. Scarcely a day passes on which less than from 2,000 to 3,000 mail packages, containing information on the above points, are sent out from this department.

Dedication.—The Exposition buildings, as provided in the Act of Congress, will be dedicated on October 12, 1892, the anniversary of the landing of Columbus, with appropriate and impressive ceremonies, for which extensive preparations are being made. The Exposition will be formally opened to the public on May 1, 1893, the intervening time being reserved for the reception and placing of exhibits. The Exposition will close on October 26, 1893.

PART V.

THE GUIDE.

Before your train reaches the city you will be approached by one of Parmelee's agents, who will, if you desire it, take up your railroad baggage checks, giving you receipts for the same, and undertake to deliver your trunk to any hotel or any part of the city within the old limits for fifty cents. Each additional trunk, twenty-five cents. For fifty cents additional he will give you a ticket which wi l entitle you to transfer by omnibus to any other railroad depot, or to any hotel in the center of the city. The Parmelee company is perfectly responsible and its agents may be trusted fully. The stranger arriving in Chicago for the first time, if in doubt as to the course to be pur. sued, in leaving the train should consult the uniformed depot agents, or depot policemen, who may be depended upon for reliable information. Hansom cabs, coupés, hacks, carriages, etc., stand outside every depot. Before entering a vehicle make an arrangement with the driver, in order that there may be no misunderstanding afterward.

Hack and Cab Rates.—The rates of fare for hacks, according to city ordinances, are as follows:

For conveying one or two passengers from one railroad depot to another railroad depot, one dollar.

For conveying one or two passengers not exceeding one mile, one dollar.

For conveying one or two passengers any distance over one mile and less than two miles, one dollar and fifty cents.

For each additional two passengers of the same party or family, fifty cents.

For conveying one or two passengers any distance exceeding two miles, two dollars.

For each additional passenger of the same party or family, fifty cents.

For conveying children between five and fourteen years of age, half the above price may be charged for like distance; but for children under five years of age no charge shall be made—providing that the distance from any railroad depot, steamboat landing or hotel to any other railroad depot, steamboat landing or hotel shall, in all cases, be estimated as not exceeding one mile.

For the use per day of any hackney coach or other vehicle, drawn by two horses or other animals, with one or more passengers, eight dollars.

For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place and stopping as often as may be required, as follows: For the first hour, two dollars; for each additional hour or part of an hour, one dollar.

Every passenger shall be allowed to have conveyed upon each vehicle, without charge, his ordinary traveling baggage, not exceeding in any case one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight of baggage is over one hundred pounds, if conveyed to any place within the old city limits, the owner or driver shall be permitted to charge fifteen cents.

Rates of fare for hansom cabs and other one-horse vehicles are regulated by city ordinance as follows:

The prices or rates of fare to be asked or demanded by the owners or drivers of cabs or other vehicles drawn by one horse or other animal for the conveyance of passengers for hire shall be not more than as follows:

One mile or fraction thereof, for each passenger for the first mile, twenty-five cents.

One mile or fraction thereof, for any distance after first mile, for one or more passengers, twenty-five cents.

For the first hour, seventy-five cents.

For each quarter-hour additional after first hour, twenty cents.

For service outside of city limits and in the parks, for the first hour, one dollar.

For each quarter-hour additional after the first hour, twenty-five cents.

The provision regarding amount of baggage allowed free, and rates of charge for excess is the same as in the Hack Ordinance.

The following rates of fare should be posted conspicuously in every Hansom cab:

One mile or less, for each passenger, twenty-five cents.

Each additional mile or fraction thereof, one or two passengers, twenty-five cents.

For one stop or wait of not over five minutes no charge will be made.

For over five minutes, or more than one stop or wait, ten cents will be charged for each ten minutes or part thereof.

Packages too large to be carried inside will be charged ten cents.

For one or two persons, per hour, within four mile limit, seventy-five cents.

For each quarter-hour additional, or fraction thereof, twenty cents.

For one or two persons, per hour, outside four-mile limit, also Lincoln Park, one dollar.

For each quarter-hour additional, or fraction thereof, twenty-five cents.

When continuous stop of one-half hour or more is made, the charge per hour will be at the rate of seventy cents. When service is desired by the hour, it must be so stated at the time of engaging the cab, otherwise the distance rate will be charged.

Hour engagements, when the cab is discharged at a distance of over half a mile from the stand, the time necessary to return to the stand will be charged for. No time engagements will be made for less than the price for one hour.

In case of attempted imposition or exorbitant charges on the part of the driver, pay him nothing until you shall have called a policeman. The city of Chicago guards the interests of strangers closely and jealously, and no imposition will be tolerated. Do not compromise the matter "in order to save trouble." The welfare of strangers generally require that each one shall refuse to accede to unjust demands.

HOTELS AND BOARDING HOUSES.—The hotels of Chicago are of great number and variety. The largest and grandest of them are described elsewhere. [See Hotels.] It would be impossible to tell the stranger just where to stop. A great deal depends upon the taste and means of the visitor. The rates charged by the respectable hotels of Chicago run all the way from $2.00 to $5.00 per day, depending in great measure upon the hotel selected, and upon the location of rooms. Good rooms at the leading European hotels, or hotels where rooms and meals are paid for separately, can be obtained for $1.00 per day. Restaurant meals may be had at from 25 to 50 cents. Hotel meals are served at from 50 cents to $1.00. Should you prefer a private boarding house, you will have no difficulty in finding one, where you may procure a room and board at from $4.00 to $10.00 per week. At the latter figure excellent accommodation may be obtained in any of the best neighborhoods of the city. Boarding houses may be found advertised in large numbers in the daily newspapers. If you advertise for a boarding house you will receive a large number of responses. Select some place, if possible, south of Twenty-second st. and east of Wabash ave.; don't be afraid of going south; north of Chicago ave. and east of La Salle ave.; don't be afraid of going north, west of Ashland ave. and south of Madison to Jackson, or north of Madison to Park ave.; the farther west the better. Having installed yourself at a hotel, a boarding house or at the house of a friend, and put your affairs in order, you will doubtless be prepared and even anxious to see the city. If you will follow me during the next thirty-one days, I will try to show you every thing of interest, and give you all the information I have been able to collect concerning the places we visit and the sights we see.

FIRST DAY.

We will make the City Hall our starting point, for the reason that it is one of the most central, as well as one of the most prominent, structures in the city. This building and the Cook County Court House, adjoining, stand upon the site of the first Court House erected in Chicago, and also upon the site of the Court House destroyed in the great fire of 1871. The old Court House stood in the center of the block, and was surrounded by a green lawn, in the nature of a park. It was a handsome building as buildings went in those days, and had a tower in which there was a clock and a great

LOOKING SOUTH ON STATE FROM ADAMS STREET

bell. This bell rang out in doleful peals on the fatal Sunday night in October, 1871, almost up to the moment the tower became enveloped in flames. After the fire the bruised and battered bell was taken from the ruins by an enterprising firm and worked up into souvenirs—watch charms, breast pins, etc., which found a ready sale and commanded good prices. So great was the demand that several hundred tons of old bell metal were consumed in supplying it before the intelligent public began to suspect that there was anything wrong. The foundations of the new Court House were laid in 1876. The labor troubles incident to the hard times in 1877 induced the city government to begin work on the City Hall in that year. The building was commenced under the administration of Mayor Heath and finished under the administration of Mayor Harrison. It is a stately pile, as you perceive, and its architecture would be called Grecian by a person not over particular in regard to such matters. Although its general style has been subjected to much severe criticism, it is something in its favor to say that, notwithstanding the numerous magnificent piles which have been erected in its neighborhood during recent years, it is still the most striking and, altogether, the handsomest structure in the city. These remarks are applicable, of course, to the Court House, which in design and finish differs very little from the City Hall. If anything, the Court House is a little the handsomer of the two, because the city was retrenching when the City Hall was being constructed, and a number of costly details which entered into the Court House were dropped. The City Hall building as it is to-day cost, exclusive of the ground upon which it stands, very nearly $1,800,000. The cost of the Court House exceeds this figure by nearly $1,000,000, but that much money additional didn't go into the structure. A great part of it was used in bribery, in election expenses and in riotous living. If the walls could speak they would tell the story of the most corrupt period in the history of Cook county politics. Some of the living ex-county commissioners, by the way, could, if they felt inclined, tell it just as well. But this is a digression. The City Hall occupies half the block bounded by Washington st. on the south, Randolph st. on the north, La Salle st. on the west, and Clark st. on the east. We enter it from the Washington st. side, passing into the tunnel-like corridor which runs the entire length of the basement from Washington to Randolph st. The first offices to our left are those occupied by

The Health Department.—Here the Commissioner of Health, a gentleman appointed by the Mayor, is in charge. He has a large and expensive corps of assistants, as you have learned from this volume already, and from these rooms the sanitary condition of the city is supposed to be regulated. The Health Department looks after our back-yards, our back alleys and our back streets, where nobody else appears to be interested. It also takes a peep into our great factories, sees that work-shops are not over crowded, and protects the better classes from infection arising out of the districts occupied by the other classes. It also vaccinates us on demand, and sends us to the small-pox hospital at times, if we have neglected the modern precaution of inoculation. But small-pox in Chicago is very rare, and the "pest house" keeper of late years has been living a life of ease and drawing the salary of a sinecure. If you will step inside they will tell you that Chicago is the healthiest city on earth. Only eighteen out of every thousand of us die or get run over or fall down elevator shafts every year. Just across the corridor to your left is

The City Detective Office.—The people, and more especially the newspapers, of Chicago are inclined to be cynical. You will probably hear that the city detectives are organized for the purpose of allowing criminals to escape, and that the safest place for a thief is under the very nose of one of the municipal sleuths, but you must pay no attention to this kind of talk, for, while the detectives capture thousands of rogues every year, they are seldom spoken of unless in connection with the escape of some

criminal. The city detectives do a great deal of really creditable work every year that the public is never informed of. The real clever men in the detective department are modest and unknown, so that when somebody points out to you on the street a person with the make-up of a Vidoq and calls him one of the shrewdest sleuths on the force, you may assume that this person is a detective for parade purposes only. Inside the detective department is the "sweat-box," where criminals or suspected criminals are subjected to the "pumping" process before they are regularly committed. Some outrages have been committed in this same "sweat-box," and it isn't popular with the people. It smacks of the inquisition, and the methods sometimes pursued in "pumping" prisoners are repugnant to the American idea of fair play. The detectives dress in plain clothing. They are generally picked from the police force proper and are presumed to be intelligent men. Across the corridor to the left is the

Central Detail Station.—This is in reality a sub-station of the First Precinct, but at the same time, by reason of its situation, is the most important police station in the city. In olden times—that is, about twenty-five years ago—when Lake st. was the leading retail thoroughfare of the city, the handsomest men on the police force were detailed for duty upon its crossings. These men composed what came to be known as "The Lake Street Squad." Later on, as the city grew and other streets became as great as Lake and even greater, additional details of a like character were drawn from the force proper. Then the railroad depots and bridges demanded men. Finally the various squads were consolidated into the Central Detail. The police of this detail perform day duty in the center of the city, exclusively. They have charge of the bridges, railroad depots public places generally and street crossings. In the night they are relieved by patrolmen from the First Precinct Station. There is a procession of visitors to the Central Detail Station all day long. The great majority of minor crimes are committed in the business district. Pick-pockets, sneak thieves, confidence men, etc., arrested by the detectives, are brought in here. Here also reports are received from all the precinct stations. We are shown into

The Reporters' Room—Where reporters of the city press may be found from morn to midnight and from midnight till rosy morn, waiting and watching for the reports which come over the telephone, or are handed in by special messengers from the various precinct stations. Here the first news of accidents, murders and crimes generally is received. When a crime or accident of unusual importance is reported the representatives of the press immediately notify their city editors by telephone, and are relieved of further responsibility, as men are dispatched from the newspaper offices to the scene of the occurrence. Minor affairs only, as a rule, are followed up by the police reporters, who are expected to remain at or near their posts constantly until relieved. Many of the leading journalists of the city have begun as police reporters. The Central Station is a great school for newspaper men, as there is an opportunity here of becoming acquainted with every phase of metropolitan existence. Along the corridor various other offices are devoted to the affairs of the police department, but the work done is principally clerical and uninteresting. To our left as we move toward the north are the

Fire Alarm Offices.—These are interesting to visitors. Here all alarms of fire are received, and from these offices all alarms are sounded on the gongs of the numerous engine-houses and the alarm bells of the city. The apparatus as you see is beautiful; its operation is marvelous. At first sight, all those instruments of shining brass and nickel, ever maintained at the highest state of polish, may appear complicated, but to the operators they are simplicity itself. While you are looking on, the simple turning of a switch may arouse the entire fire department, and for that matter the entire city; but you have no knowledge that perhaps a neighborhood is in a state of panic, for the silent fluttering of a hand on one of the dials or the almost imperceptible clicking of an

instrument no larger than your hat are meaningless to you. While the fire department is battling with the "demon destroyer," as the country reporter loves to call it, and a howling, crazy mob is being held in check by the police, the operator sits here in peace and quiet, waiting for the "out" signal, which is sometimes too long delayed for the good of the public and the happiness of the fire insurance companies. We can spend an hour in here very pleasantly and very profitably, if the operators are not too busy to talk. We walk to the end of the corridor, ascend one flight of stairs to the first floor, and move toward the south along a higher and a brighter corridor. To our left is the

City Collector's Office—Where clerical work only is performed, the city collector being a person who has much to do with licenses, brewers and saloon-keepers, but across the hall are

The Water Offices—Several in number, and all more or less crowded during business hours. Here we pay our water rates, make complaints about leakages, arrange for supplies, etc. Turn back to "Water Works" in this book, notice the revenues of the department, and you will comprehend what an immense amount of business all these clerks transact every day. A little further on are the offices of the

Department of Public Works.—Here the entire machinery connected with the public works of the city of Chicago is operated. This includes so much that it would require half a day to tell you all about it. The Public Works Department, however, cares for our streets, our sewers, our bridges, our viaducts, etc.; besides, it plans and executes all improvements, and supervises the operation of corporations, such as street car companies, gas companies, electric companies, etc., whenever these corporations are granted franchises to tear up or occupy our streets, and that means a great deal more than you will be able to understand during a brief visit to Chicago, for private corporations are granted privileges here that they would not dare ask perhaps in the city you came from. Turning to the left, into the passage leading toward the Court House, we come to

Police Headquarters—Where we find the superintendent, assistant superintendent and other general officers of the force. From these offices the police department is managed, and, generally speaking, well managed. Passing along we come to room 32, the

Mayor's Offices.—There is a large outer office and a smaller inner office. In the former we find one of the Mayor's private secretaries, and it depends entirely on the disposition of this young man whether we find the Mayor in the latter. If this privilege is accorded us, we find a man of the ordinary Chicago stamp—a business man, perhaps, or a business man turned politician. He is not robed in scarlet, nor wigged in tow. He wears a business suit, has on a business smile, and gives us a business salutation. Although the chief executive officer of one of the grandest cities in the world, he may, if his digestion be good to-day, shake you by the hand like an ordinary mortal. For it is one of our prime characteristics in this glorious country to seem less than we are. We can be dignified without being insolent. This is something the small officials of your European cities have yet to learn. The Mayor of Chicago is a busy man. Let us leave him. Next door is

The Comptroller's Office—Where the finances of the city are accounted and kept in order. The comptroller, though not the custodian of public money, is supposed to know just where it is, what the city's resources are, how its credit stands, etc., etc. Across the hall from him are the

City Clerk's Offices—Where the accounts of the municipality in all their multiformity are supposed to be accurately kept. Up another flight of stairs and we are on the Second Floor, where we find offices given over to the various bureaus of the

Public Works Department, Sewers, Drains, Buildings, Maps, etc., etc., and in the lateral corridor are two court rooms, occupied by a Superior and Circuit judge, respectively. The floor above is given up partly to the Law department, and partly to

The Public School Department.—Here is the Board of Education Chamber, the superintendent's office, the manager's office, the secretary's office, etc. We can get here a great deal of information about our public school system. There are offices on this floor also for the accommodation of special teachers in music, drawing, etc. A large chamber on this floor is also reserved for the Board of Election Commissioners. On the Fourth Floor is

The Council Chamber—A large and handsome assembly room, where the sixty-eight aldermen meet and legislate for the people. The remainder of this floor is occupied by

The Public Library, which is described in this book. We will be able to spend the remainder of the day very pleasantly here, if we can interest the librarian or one of his assistants in our behalf. There are more books circulated by this library now than by any other in the United States, not even excepting Boston's. The collection of books is very complete and is being added to annually. At the present rate of increase we will have one of the largest libraries in the world within a very few years. I have not called your attention to the crowds in the City Hall, because it wasn't necessary. You have been jostled by them at every stage of our trip. What so many men are doing here all day long I can't tell you, because I don't know. But they are to be found here every day, hanging around the corridors, with no apparent aim in life, and, judging from the faces of most of them, without much hope in a hereafter. A great many of them are political "wire-pullers," "workers in the wards," "friends" of the office holders, etc. The fact that they have some connection in some mysterious way with men occupying influential positions prevents the police from arresting them on charges of vagrancy.

SECOND DAY.

We meet again at the City Hall, and, if you wish, we will take a look at the cells in the basement, also at the collection of stolen goods in the hands of the custodian. This will not require much time, because the cells are not very numerous here nor is the custodian's collection particularly interesting. We will go over to the Court House, entering this building also from the Washington street side. And here it might be remarked that the main entrance to the Court House is up a flight of granite steps in the center of the structure on Clark street. The main entrance to the City Hall is by a similar flight of steps on La Salle street. Both entrances are grand in proportion and beautiful in design. But it is more convenient to begin at the very bottom. We enter another tunnel-like corridor, and, before proceeding farther, I might as well tell you that the entire building is occupied by the various county officers and courts; that, immense as it is, it fails to accommodate all of them, some of the offices and courts being located in the Criminal Court building on the North Side, and that two additional stories are to be put on this building before the close of 1892. How it will look with two more stories I don't know. It is claimed that the symmetry of the structure will be destroyed. Certain it is that if two stories are not also added to the City Hall the latter building will present an extremely dumpy and unsatisfactory appearance. The original design was never carried out. There was to be a great dome over the united buildings. The city and county failed to agree to the expenditure of the requisite money, and the dome was dropped out. With a six-story Court House and a four-story City Hall, of course a dome in the future will be out of the question, unless the City Hall side of it is to be supported on props. This might be picturesque, but it would hardly be considered in the light of an artistic triumph. Yet,

Chicago has passed through so many ordeals unscathed that we have reason to hope that the Court House-City Hall question will be settled to everybody's satisfaction in the end. Passing a number of uninteresting county offices we come to the

County Recorder's Office—Where all transfers of real property in Cook county are registered. As settlement of questions of ownership must finally be determined by the records of this office, its importance will be understood. The great fire of 1871 destroyed all the records of Cook county, and it was a herculean task to restore them. The most important of these records, of course, were those upon which the ownership of real estate was established, or proved. Many thousands of deeds were also lost in the great fire, so that endless confusion and litigation might have resulted had there not been in existence here private institutions which kept abstracts of all land or real estate titles. [See Abstracts of Title.] These assisted very materially in straightening things out, and with the aid of experts in the business the county was soon in possession once more of complete records. The business of the Recorder's office is extremely dry and tedious, yet you will be interested in watching the people who are constantly handing in deeds and mortgages through a little window to be recorded, and constantly receiving them through another little window after they have been recorded. Most of them are lawyers, lawyers' clerks, real estate dealers and money brokers. Passing other offices of minor importance, we come to those occupied by

The Sheriff—At the extreme northeasterly corner of the building. The sheriff is elected by the people, as perhaps you know, and has the peace and good order of the county in his especial charge. Yet, as the city of Chicago covers the greater part of the county just now, or, at least, the most important part of it, the police duties of the sheriff are rather limited. He looks after the jail and the courts, his deputies being, as it were, like the sand on the sea-shore. The bailiffs are his underlings, and the litigant is his victim. From the sheriff's offices all summonses of the State courts are served. One of the duties of this official is to hang a man, for example's sake, periodically. But he does this by contract, as he does nearly everything else, from the feeding of jail prisoners to the suppression of public tumults. In the basement, near the sheriff's office, we also find

The Coroner's Office.—The coroner has a number of deputies [see Coroner's Inquests], and in a big city like Chicago they are all naturally kept busy. There are sudden deaths, suicides, deaths from accident, homicides and murders to be investigated, and the coroner and his deputies must be on hand before the funerals take place. The deputies must be acquainted with all languages and must speak many of them, the English tongue, strange as it may appear, being the least requisite in the transaction of their business. This might be explained easily by saying that the great majority of the working people of the city, among whom accidents are the most frequent, are foreigners. Climbing a flight of stairs we reach the first, or main floor of the Court House. Here

The County Clerk's Office invites our attention, because of the multitude of clerks we see inside nearly every one of whom wears a light blonde moustache. The fact that the county clerk is invariably a German or an Irishman, perhaps accounts for this. The clerks are nice young men, as a rule, and will answer any questions you may put to them, if they understand your language. In the county clerk's office we find the marriage license clerk. [See Marriage Licenses.] It will be interesting to remain here an hour and take note of the persons who apply for legal permission to wed. Most of them are gawky young men. Why they should be gawky it is hard to say, but a young man who is naturally easy in his manner becomes a gawk when he has any business of this kind on hand. He isn't used to it, and he is afraid that something will

happen to prevent the consummation of his wishes. Many are widowers who are willing to take another risk, and not a few are men who have been divorced for cause. He is a very rare sort of man who can not somehow, somewhere or sometime find a mate, and we see here all sorts and conditions of male humanity—from the bandy-legged to the hump-backed—who have proposed and have been accepted. Our next stopping place is

The County Treasurer's Office.—I will have to ask you to refer to the index that you may acquaint yourself with the condition of Cook county finances. This is no place for dry details, nor for figures. We pay our taxes here; we pay a great deal of money into the County Treasurer's hands for taxes every year, and he pays a great deal out to meet the current and other expenses of county government. If all the money received and paid out had been honestly applied during the past twenty-five years, we might have had a gold-burnished dome on the top of the City Hall and Court House buildings to-day, besides a number of other things equally desirable if not quite so ornamental. But the tax-payers are not grumbling. In view of all the circumstances they congratulate themselves that even a small percentage of the revenue has been used for public purposes. Of late years the stealing has not been so great, principally because the opportunities have not been so numerous. The County Treasurer's office is one of the most interesting in the Court House, for here we find people who have, by honest toil and industry, secured solid property, cheerfully, though not voluntarily, contributing their share towards the payment of public expenses. Men and women, old and young, are here, native and foreigner, with their tax bills in one hand and their purses or rolls of money in the other, awaiting their turn in the long lines that radiate from the different windows. Going up another flight of stairs we find ourselves among

The Courts.—Including the County and Probate courts there are nineteen halls of justice in the Court House. Some of these are Superior and some Circuit courts. The difference between them you would not appreciate if told. They have practically equal jurisdiction. Only the civil courts, however, are held here. The criminal courts are held on the North Side in the Criminal Court building. The court rooms, together with the Superior and Circuit court clerk's offices, occupy the second, third and fourth floors of the Court House. The court rooms are all handsomely finished. They are generally crowded. If you see one you see all. Saturday is given over to divorce cases in the Superior courts, and, if your taste lies in that direction, you might spend a highly enjoyable day listening to the testimony and looking at the complainants, witnesses and other spectators. The court crowd is always a motley one, and mostly a rather interesting one. There are men and women who, like little Miss Flight, spend day after day in these courts, with no other object in view than the satisfaction of an insane or an idle curiosity. They will listen to the dreariest testimony with a degree of interest that fills the wearied juror and jaded judge with shame. On the top floor of this building is the Law Library [see Law Institute], which is well stocked with legal literature and works of reference for the common use of members of the bar. We will look through the courts, and, if you wish, listen to some of the testimony or to the monotonous drawl of some attorney who is citing 17 New York 438, or 14 Arkansas 139, and after that you will be tired enough to go home. I'll meet you on the La Salle street steps of the City Hall in the morning.

THIRD DAY.

To-day I propose that we shall begin on Lake street and walk south on La Salle street toward the Board of Trade We will not be able to reach that building by night, for there will be many attractions to detain us on the way—among them some of the grandest and greatest buildings on the globe. But we can begin to-morrow

where we leave off this evening. La Salle is now and has been for many years the money street of the city. It is a street given over almost exclusively to banking, brokerage, insurance, real estate and general office purposes. Dearborn street is its only rival. It is safe to say, that there is a greater amount of business transacted on La Salle than on any street in the city. All this business, outside of the transactions in the Board of Trade, is done in offices, and to meet the demand for offices the immense and elegant structures which line the street on either side were erected. Before reaching these, however, we must notice

The Marine Building.—On the northeast corner of Lake and La Salle, not so much on account of its size or beauty, but because of the associations connected with it. The building was originally erected to accommodate "The Marine Bank," at one time a great financial institution, at the head of which was the late John Young Scammon. Mr. Scammon came out of the great fire with wealth, went heavily into real estate operations, purchased a newspaper, was interested in every enterprise of importance, and went under in the panic of 1873, when the Marine bank failed, and his property was scattered to the four winds. Before his death, however, he had recovered from the blow, and regained a great part of his fortune. The building, which has recently been enlarged and reconstructed, is owned by the Marine Association, which is composed of Charles L. Hutchison, Henry C. Durand, John H. Dwight and C. H. Hamill. It is a seven-story structure, architecturally ornate and perfect in all its appointments and conveniences. To our right, near the mouth of the tunnel, we come upon a three-story building, No. 49, under the cornice of which we see the name

Jackson Hall.—This was "Long" John Wentworth's contribution to the rebuilding of Chicago. It will not be deemed unkind to the memory of the dead, but rather the statement of an historical fact, when I tell you that perhaps there has never lived in Chicago a man with the means of doing much within his grasp who did less for the material benefit of the city than "Long" John Wentworth. And it would not be worth while to speak of this here were it not for the other historical fact that during the greater part of his life-time "Long" John Wentworth talked like a man who had built this city at his own expense and presented it, ready-made, to the public. On the opposite side of the street, across the mouth of the tunnel, is the Metropolitan block, a fine building of the fire period, but hardly up to the present standard. Just over the way, No. 48, is the office of the Spalding Lumber Company. Here you will see, at his desk in a little ante-room, the Hon. Jesse Spalding, millionaire lumberman, formerly collector of this port; at present one of the government directors of the Union Pacific railroad, and a man of great prominence and large influence on the republican side of politics. A plain man is "Uncle Jesse," as he is familiarly called, and as hard a worker as you will find on the street. "Uncle Jesse" and Uncle "Phil" Armour—the 20-millionaire, whom we will see farther down—are great chums and mutual admirers. A genuine regard, bordering upon schoolboy affection, exists between them. These two men might have left off work ten years ago with fortunes large enough to make themselves and their families comfortable during all the years of their lives, but they are happier at their desks than they could possibly be anywhere else. On our right, at the southwest corner of Randolph street, is the remodeled Lafayette building, where you will find a number of ocean steamship agencies and the French consul. On the opposite side of the street, for an entire block, is the La Salle street front of the City Hall. To your right, on the corner of the alley, is the

Merchants' National Bank—which occupies a building made notorious in 1877 by the failure of the State Savings Institution, of which D. D. Spencer was president. The failure of this bank caused great distress among a very large number of indus-

trious working people, and resulted in two or three suicides. Spencer fled to Europe, and lived in the vicinity of Stuttgart for several years. He returned to Chicago recently, a broken-down man. The failure of the State Savings Institution was followed by the closing of the Fidelity Savings Bank, the Merchants', Farmers' and Mechanics' ("Bee Hive") Savings Bank, and some others, and brought savings institutions generally into disrepute. The bank at present occupying the building is one of the most substantial in the country. [See Merchants' National Bank.] On the northwest corner of Washington street is the Merchants' building, in which is located the

National Bank of America—one of our leading banking houses. [See National Bank of America.] The Merchants' building was erected shortly after the fire, when sandstone was the favorite building material, and when it was customary to carry the main floor to some height above the street level. It was one of the finest buildings in the city until the new era of architecture set in. Directly across Washington street, on the next corner to our right, is the

Union Building.—This structure is one of the most familiar in the city, because it is occupied in part as the central office of the Western Union Telegraph Company. Here are to be found the Atlas National Bank, the State Bank of Illinois (Felsenthal, Gross & Miller) and the International Bank—all reputable financial concerns. On the second floor are the offices of the Western Associated Press, from which news is distributed throughout the country. On the third, fourth and fifth floors are the general offices and operating rooms of the Western Union Telegraph Company. The headquarters of the Military Division of the Missouri were located on the fourth floor of this building for many years, and Gen. Phil Sheridan occupied the corner room of that story facing Washington and La Salle sts., from the completion of the building after the fire until his assumption of the generalship of the army. The Union National Bank occupied the corner of the first floor for a number of years, and it was during this time that W. F. Coolbaugh, its president, committed suicide at the foot of the Douglas monument. Across the street, on the southeast corner of Washington and La Salle, is the famous

Chamber of Commerce Building.—This structure occupies the site of the old Chamber of Commerce which was erected immediately after the fire and which was occupied by the Board of Trade until the great commercial edifice at the foot of the street was completed. The new Chamber of Commerce building is in many respects the finest commercial structure in the world and certainly one of the grandest office buildings in the United States. The property upon which it stands cost $650,000, and the building itself has cost Messrs. Hannah, Lay & Company, the owners, over $1,000,000. Standing upon the mosaic floor on the first story in the center of the building, throwing back your head and looking up, you will see twelve balconies with their bronzed railings rising in perfect symmetry above you. Away at the top and crowning this grand central court is probably the largest skylight in the world. It is a plate-glass arch thirty-five feet wide and 108 feet long, and its weight is supported on iron and copper frames which rest upon iron trusses. The frame is bronzed and finished handsomely. Through this mammoth window in the roof a perfect flood of light penetrates the central court, so that the interior of the building is almost as brightly illuminated as the exterior during the day. As you look up, if your neck will bear the strain, you will notice that not a post or a pillar is visible along the sides or between the twelve balconies, other than those at the north and south ends, the intervening stretch being perfectly clear and free from obstruction.

The twelve balconies are supported on the cantilever principle. There are 500 office rooms in this structure, every one of which is perfectly lighted. The thir-

RAND-McNALLY BUILDING—EXPOSITION HEADQUARTERS.

teenth floor is finished as handsomely as the first. You will notice that the marble used in the wainscoting from top to bottom is perfectly matched, the grain running through from slab to slab as perfectly as it did in its native Italian quarry. All of this marble was quarried in Italy and finished in Belgium for this building. The mosaic floors contain billions of separate marble blocks, and present a beautiful as well as a novel sight to the visitor. The ceiling of the main entrance is a charming bit of mosaic work; the bronze railings and elevator shaft gratings are all highly finished. Eight passenger cars and two great freight cars are constantly moving up and down between the thirteen stories of this magnificent structure. We will go to the top, the time consumed in the trip being a minute and a quarter, counting stoppages. Looking down, the people on the floor of the court below seem like pigmies The height makes us dizzy and we move away from the bronze railing fearing that the natural but unaccountable temptation to throw ourselves over it may gain the mastery of us. The Chamber of Commerce building is a city within itself There are more people doing business inside its walls than you will find in many prosperous towns, and the amount of business transacted here daily equals that done in some of the most pretentious communities in the country. Every branch of commerce and nearly every profession is represented here. We can spend a couple of hours here very pleasantly, strolling along the different balconies and taking observations of the multitude of people who are constantly streaming into and out of the elevator cars. Leaving the Chamber of Commerce, we find that it is almost noon, and we will take a lunch at Kern's, across the way, or at Kohlsaat's, on the corner of the court, east of the Chamber of Commerce building In either place we will witness an interesting sight. Thousands of business men, clerks, etc., flock to these and similar restaurants in the business center daily, where they partake of hasty luncheons, made up principally of sandwiches, pie, coffee and buttermilk. The food is generally well prepared, but it is eaten with a haste, as a rule, which does much toward ruining the heal h and souring the dispositions of our people. As we move down La Salle st., after luncheon, we pass, on our right, the

Mercantile Building.—Here we find the old and respectable banking house of Greenebaum & Sons see Greenebaum & Sons], and on the corner of the alley just south the other equally respectable banking house of A. Loeb & Bro. Lower down, on the northeast corner of La Salle and Madison sts. is the Metropolitan National Bank [see Metropolitan National Bank], and across the street from this, on the northeast corner, is the beautiful

Tacoma Building—towering above its surroundings to the dizzy height of twelve clear stories. This was among the first of the modern sky-scrapers erected in Chicago. The corner which it occupies was for years covered by a tumble-down brick building put up in haste after the fire. It was wiped out to make room for the "Tacoma." We must spend an hour in this building going to the top by elevator and walking down. From the twelfth story we are able to obtain a splendid bird's-eye view of the city. and we can see far out on Lake Michigan, if the smoke isn't too dense. This is a colony of offices [See Office Buildings.] What all the people who occupy the offices do, will be a source of wonder to the visitor throughout this and several other trips but as they are all compelled to pay high rentals it is presumed that they are doing something to coax the almighty dollar in their direction. Otherwise they would seek cheaper quarters or establish themselves on the curb-stone in front. Crossing Madison st. we find on the southwest corner the

Otis Building.— The building belongs to a branch of the Otis family, a family, by the way, which owns some of the most desirable real estate in the city. It is a building of the fire period, not up to present requisites, although by reason of its central location it is well and profitably tenanted. On the southeast corner is the

Major Block, another fine structure of the same period. For years this ranked as one of the finest buildings in the city. In any other city it would rank as a great building now, but it is overshadowed by the giants in its neighborhood. Just east of the Major Block, on the corner of Arcade court, is to be erected the new

Y. M. C. A. Building.—Plans for this structure have already been drawn. The lot upon which the building is to be erected adjoins the present property of the Association which fronts on Madison st., in the rear. This lot has a fifty-two feet frontage on La Salle st. and 185 feet frontage on Arcade ct., all but seventy-five feet of which is abundantly lighted, either by the street or a thirty-foot court. It is proposed to utilize about one-third of the space in the new building for association purposes and the remainder for offices. The ground floor on La Salle st. will be rented for stores. The Association will use two stories on the La Salle st. side and seven stories in the rear on Arcade ct. It will be a building within a building, the architectural arrangement providing for separate entrances on both sides for the Association and those who rent offices, so that the two classes of tenants will have no connection with each other. From the seventh or gymnasium floor, where the Association's rooms end, there will be a square light shaft 18x29 feet running to the top story, so that the interior of the building will resemble the Rookery in its facilities for light. The Andrews estate property purchase, with the present valuation of the land in the rear, now occupied by Farwell Hall, and the proposed cost of the new building, will make the entire investment fully $1,400,000. From this point south on La Salle st.

The People We Pass—are as interesting as the buildings. We are apt to be jostled against the famous produce and grain operators at any point now and we will not know it unless we have a previous acquaintance with their personal appearance. On this street many millionaires have their offices. That medium-sized and rather ordinary looking man who has just turned out of his way for us is

Sidney Kent—a man of great wealth, large brain and wonderful resources. You will be told of several of his transactions. That stout gentleman with the mutton-chop whiskers, rather reddish in color, is P. D. Armour. He is returning to his office from the club where he has lunched. That young man with the Jewish caste of countenance, bright eye and clean-cut movement of limb is Chas. L. Hutchinson, the youngest millionaire and one of the most intelligent men in the city. He gets more genuine comfort out of his wealth than most of them, for he is a cultured man and a devotee of art. You have heard of him in connection with the Art Institute. There are heavy men on all sides of us, and the assistants and employes of heavy men, but we must say a word about

Bryan Block before we go any farther, or we will forget it. Bryan Block is another of the back-number great buildings of the city. I very well remember that fifteen years ago it was pointed out with pride; now it isn't pointed out at all. It is occupied, however, by the agencies of great insurance companies, real estate men, bankers, brokers, etc., and its central location makes it one of the most valuable pieces of property in the city. Some day a great building will occupy the site, for the ground upon which it stands is far too valuable for a five-story edifice. Across the street is the old

Republic Life Building.—The insurance company from which it derived its name has long since gone out of existence. This building was used by the Custom House and United States courts for several years after the fire, or until the present government building was erected. Now it is an office building. Here are located the rooms of the Builders' Exchange and the Central Woman's Christian Temperance Union, as well as the offices of Dun's Commercial Agency. On the corner below, just east of the Republic building, is the only structure in the business part of the city which escaped destruction in

the great fire. A slab is imbedded in the building informing you of that fact. It was not completed at the time, however, and its immunity was due to the fact that the bare walls alone were standing. There was no inflammable material on the inside. Now we will stop here for the day, in order that you may have an opportunity of inspecting the work upon the big building being erected on the corner diagonally opposite. I will tell you about this building in the morning.

FOURTH DAY.

I parted with you last evening on the corner of La Salle and Monroe sts., after suggesting that you make an inspection of the work going on at the corner diagonally opposite. This is the northwest corner of the streets named. Here a few years ago Mr. Marshall Field laid the foundations for a great office building. A legal dispute arose between him and his former business partner, Mr. Leiter, who owned property adjoining, the facts concerning which it is not necessary for you to know, and the work was abandoned. The lot was fenced in for three or four years, and finally the Woman's Christian Temperance Union secured a ninety-nine year lease of the property from Mr. Field, organized a syndicate with sufficient capital, and began the erection of a structure to be known as the

Temperance Temple.—The temple when completed will be one of the sights of Chicago, and the equal of any one of the many magnificent structures that already adorn the city. In style it is a combination of the old Gothic and the more modern French. For the first two stories the material used will be gray granite with a dash of pink running through it. Above that will be used pressed brick and terra cotta. This will harmonize nicely with the granite, taking on a tone and color the same, with the exception that it will be a darker pink. The frontage on La Salle street is 190 feet, while on Monroe it is ninety feet. In shape the temple will be somewhat novel and might be likened to the letter H. It consists of two immense wings united by a midd e portion or vinculum. On LaSalle street will be a court seventy feet long and thirty feet wide, and on Monroe street a similar one of the same length and eighteen feet deep. Facing the grand entrance and arranged in a semi-circle will be eight great elevators, and from the front court will rise two grand stairways leading clear to the top of the building. A central hall will extend north and south on each floor and a transverse one will also extend into the wings. The lower courts and halls will be resplendent with marble mosaic paving, while plain marble will be used in the upper halls. In height the temple will be a "sky-scraper," extending thirteen stories toward the heavens. A peculiar and pleasing effect has been gained by causing the building line to retreat at the tenth story, where the immense roof, containing three stories, commences, breaking as it ascends into Gothic turrets. From the center of these turrets will spring a fleche of gold bronze seventy feet high. This will be surmounted by the graceful form of a woman, whose face will be upturned and hands outstretched in prayer. On the granite around the grand entrance will be carved the coats of arms of the various States of the Union. Upon the corner-stone will be engraved the national legend of the W. C. T. U.: "For God, for Home and Native Land. 1890." On the reverse will be the W. C. T. U. monogram and beneath, "Organized 1874." Such will be the general appearance of this noble structure. The purposes for which it is to be utilized are manifold. On the lower floor will be located three banks and a memorial hall to be known as Willard Hall. It is needless to say that the name is in honor of that great temperance worker, Frances Willard. The audience room will easily seat 800 people without the galleries and will be as entirely shut off from the rest of the building as though it were not in it. The entrance will be through a wide hall opening off Monroe street. It will be an amphitheatre in shape and in the center will be a beautiful fountain. Nearly every window in it will be a handsome

memorial one, and from numerous pedestals will rise the busts of illustrious persons who have lived and died for the cause of temperance. The hall and the entrance leading to it will be used as tablets on which to inscribe the names of those who have subscribed the sum of $100 or over to the building fund. In a large vault opening off the hall will be kept a record of the work done in each State in the Union. In short, Willard Hall will be to the temperance cause what Westminster Abbey is to England's great celebrities. The Woman's National Publishing House will find headquarters there, as well as the W. C. T. U. Most of the building, however, will be rented and the income from this source it is estimated will be $250,000 a year. It might be mentioned that little wood will be used in the construction and the building will be perfectly fireproof. Work was begun in July, 1890, and it is expected that the temple will be ready for occupancy by May, 1892. The entire cost will be $1,100,000. Further south on La Salle street, at No. 187, is the

Calumet Building--A magnificent modern office structure, and one of the first of the great buildings erected after the locating of the Board of Trade at the foot of the street. The Calumet would be a more striking piece of architecture to-day if it were not so close to some others which are still more striking. For instance, the

Home Insurance Building -At No. 205, just north of the Calumet, on the same side of the street. [See Architecture.] This magnificent pile was originally nine stories in height, but two additional stories were added in 1890-91, making it one of the tallest structures, as well as one of the most graceful, in the city. The grand entrance on LaSalle st. is one of peerless beauty—a veritable marble hall, and a portal such as no palace in Europe can boast of. The entire building from the first to the eleventh floor is wainscoted in Italian marble of the finest vein, and is beautifully matched and polished. Messrs. Ducat & Lyon have had the management of the magnificent edifice in charge from its inception to the present time. As you enter the building two flights of marble stairways face you, both leading to an entresol, on the right of which is the Union National Bank (see Union National Bank) and on the left the counting house of Armour & Co. The Union National Bank interior is perhaps the most beautiful in Chicago. There will be no objection to our taking a view of it. We are under the eye of the Bank's private detective from the time we enter, and even if we weren't there is no opportunity here for carrying away any of the funds, unless we have a check in our possession and can be properly identified. The money vaults and counters are all securely walled in behind glass, bronze and mahogany, only the president, cashier and assistant cashier being outside—the former in the rotunda, the latter in a private room to the right. We might look into the president's room. He is listening to a man who wants to make a loan. The man is flushed and feverish. The president is calm and collected. He holds a note in his hand. On the desk before him lies a bundle of collateral. Let us see if the man gets the loan. The president asks him a question. The man replies, with evident hesitation. The president asks him another question. The man stammers a reply. He is too anxious. Ten to one he won't get the loan. Taken. If the president turns down the corner of the note and bites his thumb-nail the man has lost. If he spreads the note out before him and searches for a toothpick in his vest pocket, the man wins. Which will he do? Let us be patient. A few more questions are asked. The note is turned down at the corner. The president bites his thumb-nail. The man picks up his collateral. He will have to carry on negotiations elsewhere. This is sad. Let us walk across the entresol and enter the counting house of Armour & Co. This is one immense office—taking in the entire first floor space of the north wing of the building. Did you ever see such a hive? There must be three hundred employes of all grades here, the majority of whom are writing at little desks arranged in a manner suggestive of the school-room.

A great many of those who are not writing are managers of departments, and these are talking business to callers. And there is a perfect procession of callers. You can not see anybody unless you are announced by young men standing near the door. They call the person you want to see. The person you want to see has other callers and you must wait. The central figure in this great room, of course, is Mr. P. D. Armour. He sits at a table-desk to the left, and may be engaged in looking over a newspaper, or in conversation with a visitor or one of his department managers. Whatever he is doing he has a pleasant, benevolent, kindly expression on his face, and his face is the index to his character. He is a great man not because he is rich, but in spite of that fact. His riches have not made him mean, nor cold, nor overbearing. No man in Chicago has done more to advance the interests of his employes; to help the struggling young man of merit; to relieve the poor; to house, clothe and care for neglected and homeless children; to brighten the firesides of the workingman; to elevate his kind, morally and intellectually. This is the truth, but only half the truth, concerning P. D. Armour. The whole truth if told would appear to be fulsome praise; it can not be told, for this man's charities are done mostly in secret and are only discovered by accident. The performance of benevolent deeds gives to him and to his estimable wife the greatest enjoyment they derive from the possession of vast wealth. [See Armour Mission, also What One Firm Does, New Stock Yards, etc.] We might spend an hour or two here. A business amounting to between sixty-five and seventy million dollars will be transacted in this office during the present year. The name of Armour & Co. is familiar to the people of all countries. It is interesting to notice with what perfect system the establishment is conducted. Of course we don't see the bustling side of it in the Counting House. We must go to the Stock Yards for that. [See Union Stock Yards.] There are a number of banking houses in the Home Insurance building, besides safety vaults, etc., all of which are worth visiting. On the opposite side of the street, up one flight of stairs, in a plainly furnished office overlooking Adams st., we might find the millionaire, George L. Dunlap, who, during recent years, has practically retired from active service, although he is still a power in the money center. You can spend the remainder of the day on these corners. Perhaps you would like to go through the

Rand-McNally Building—Where the World's Fair headquarters are located. If so, you will find this to be one of the most magnificent structures in the world. The publishing and printing house of Rand, McNally & Co. started in 1856, since which date the remarkable growth of its map and book-publishing business has necessitated several removals and enlargements of quarters. Every time it has shortly found itself cramped for room, until the recent removal into the new building, 162 to 174 Adams st., which makes ample provisions for future expansion. This building is a model in size, convenience and durability, and absolutely fire-proof. It has ten stories and a basement, with a frontage of 150 feet on Adams st, extending back 166 feet to Quincy st. The framework is entirely of steel, the two fronts are fire-proofed with dark-red terra-cotta, in handsome designs, and the interior is fire-proofed with hard-burnt fire-clay, no part of the steel being exposed. In the center of the building is left a court 60x66 feet, having its outer walls faced with English white enamelled bricks. Owing partly to its great size, and partly to the fact that it is the first steel building in Chicago, besides being probably the largest and most complete building ever erected exclusively for the printing and publishing business, it is exciting a great deal of interest. Burnham & Root were the architects. The following facts concerning it illustrate in a striking manner the vastness and solidity of a modern commercial building. It contains 15 miles of steel-railway-65-pound rails in the foundation, besides the 12-inch and 20-inch

steel beams. There are 12 miles of 15-inch steel beams and channels, 2½ miles of ties and angles in the roof; 7 miles of tie rods; 10 miles of Z steel in the columns; 12 miles of steam-pipe; 350,000 rivets and bolts; 7 acres of floors; the boards of which would reach 250 miles were they laid end to end. The foundations contain 1,000 tons of steel, while the beams, etc., will weigh 2,000 tons, and the columns 700 tons; making a total of 3,700 tons of steel in this giant structure. The offices of the various departments of the Columbian Exposition are accessible by elevator. Just now everybody from the Director General down is very busy, but that need not prevent you from looking around. They will answer your questions civilly—everybody is civil in Chicago—but don't ask too many at present. Perhaps you would prefer to drop into the

Insurance Exchange Building—Another magnificent structure, on the corner of Adams and La Salle, which is devoted altogether to banks and offices. Here a number of the leading operators on the Board of Trade are to be found. To-morrow we will begin by visiting the great building on the opposite corner.

FIFTH DAY.

It wouldn't be a waste of time if we were to give a week to La Salle st. alone, but as we must see the principal attractions of Chicago in thirty-one days it is necessary for us to move along rapidly. To-day, as I suggested last evening, we will begin with the

Rookery Building.—How it came by this odd name is explained in the "Encyclopedia." You will also find some interesting facts in regard to it under the head of "Architecture." Chicago people are not exactly settled in their minds as to whether the "Rookery" or the "Chamber of Commerce" is the finest office building in the city. The Rookery is the larger, however, and in many respects the most elegant of our office structures. It cost, exclusive of the ground upon which it stands (the property of the municipality), very nearly $1,500,000. It is finished in the most expensive fashion throughout. There isn't a cheap feature connected with it. The grand rotunda is in itself a beautiful bit of architecture, but the building to be properly appreciated must be taken as a whole. There is not a commercial structure in the world that compares with it in size, in elegance or in convenience. There are three distinct groups of elevators, two on the La Salle st. and one on the Monroe st. side, and the people occupying the top floors are practically as well situated, so far as accessibility is concerned, as those on the first floor. The Mosaic work in the structure is superb. Like the Chamber of Commerce and Home Insurance buildings, the wainscoting is all of Italian marble. Every room in the building is lighted perfectly. There is not the slightest jar felt here, and those in the upper stories are practically removed from the noise and bustle of the streets below. There are over 600 offices here, all occupied, the tenants being principally Board of Trade men, agents of Eastern and foreign mercantile houses, agents of manufacturing concerns real estate dealers, brokers and lawyers. We will go through the building, beginning at the top. It will consume an hour or two, perhaps, but it will be time well spent. As we leave the Rookery we are in the center of the Board of Trade district, and we are surrounded by massive structures. Opposite us is the Insurance Exchange building, which we saw yesterday, Maller's building, the Gaff building and the Counselman building—all great structures towering upward from ten to twelve stories. To our left as we move south is the Grand Pacific Hotel [see Hotels], and facing us the Board of Trade building. [See Board of Trade building.] You have been told about the Board of Trade already; given its dimensions, cost, etc.; informed how to gain admittance to the gallery, etc. It is only necessary for me to show you up the main stairway and leave you here for the next two hours. You are just in time to see the Board in full operation. From the gallery you will have a perfect view of the floor. After you leave there you will have time to go through the

Rialto building in the rear, and, perhaps, to see the great buildings which line Pacific ave. on the one side and Sherman st. on the other. Among the structures worthy of a visit are the Phœnix building, which faces the Grand Pacific; the Grand Pacific itself; the Traders' building, 10 Pacific ave.; the Commerce building, 16 Pacific ave.; the Open Board building, 24 Pacific ave.; the Brother Jonathan building, 2 Sherman st; the Wheeler building, 6 Sherman st.; and the

Royal Insurance Building.—Situated on Jackson st., between La Salle and Fifth ave., and at the head of Sherman st., almost opposite the Board of Trade. The Royal Insurance building, in accordance with the latest dictates of modern architecture, is composed of a pressed brick rear with an imposing facade of brown sandstone carved into beautiful figures. The style may be termed Ionic, with an admixture of Corinthian on the lower floors, where the windows and main entrances are arched and sculptured in many fanciful designs. The interior appointments are on a scale of magnificence in keeping with the exterior design. The offices are large, well lighted and well ventilated. This building practically fronts on two streets—Jackson and Quincy. By the time you have visited these buildings you will need a rest.

SIXTH DAY.

Before leaving the Board of Trade district, a few words concerning that portion of the city may be of interest to you. The great fire of 1871 left the neighborhood perfectly bare as far south as Harrison st. For nearly ten years after the fire the only buildings of prominence in that section of the city were the Grand Pacific Hotel and the Chicago, Rock Island & Pacific Depot. The latter could be seen plainly from Madison st. The block in front, now covered by the Board of Trade and the Rialto buildings, was vacant. To the east was Pacific, then known as "Biler" ave., one of the most disreputable streets of the city, built up with hastily constructed tenements which were occupied by the most depraved of men and women, black, white and mixed. The name "Biler" ave., originated in the mispronunciation of "Boiler," a nick-name given to the street, because of the number of locomotives belonging to the Rock Island and Lake Shore roads which puffed day and night along its western edge. Next, to the east, came South Clark st., a thoroughfare given over to low saloons, pawnbrokers' shops, "fences" for thieves, concert saloons, dance houses, low grogeries and bagnios. East of Clark st. was Fourth ave., another street surrendered almost entirely to the lowest class of scarlet women. One high building stood on the street and was occupied in part by the *Religio-Philosophical Journal.* Its editor, a man named Pike, was murdered at his desk in this building, about the time I am speaking of. East of Fourth ave. was Dearborn st., a "No Thoroughfare," and without a building worth mentioning, although squatters had taken possession of it from Jackson st. south to Polk st. East of Dearborn was Third ave., a street of dives and bagnios just a trifle lower than any yet named. Then came State st., which from Van Buren to Twenty-second st., was occupied by the very scum of the population, and utterly abandoned to vice and criminals. The entire district from Van Buren st. south to Twenty-second st., and from the railroad tracks to and including the east line of State st., was in the hands of thugs, thieves, murderers and prostitutes. In the midst of it was the Harrison st. or "Armory" police station, and the policemen who were sent out to do patrol duty in this section were frequently brought back on stretchers. There were portions of the district which no policemen would dare to enter alone in the day-time, and which it would have been suicidal for him to enter in the night-time. Some of the bravest officers on the force were shot or stabbed, or beaten so badly that they were never again able to perform their duties. The territory received the name of

"*Cheyenne.*"—This name was given to it because when the Union Pacific railroad was being constructed, and for several years afterward Cheyenne was the wickedest

town on the line. To-day, Cheyenne is a peaceable and prosperous little city, and its people have retaliated by dubbing the only disorderly part of their town "Chicago." S. State st. was known for years as

"*The Levee*".—A name which still clings to it in police circles, although it has gone through an almost complete transformation, physically and morally. The name "Levee" was used because the Levees of the Mississippi river towns bore the reputation of being generally tough, and because they were and are the haunts of a vicious class of negroes. The entire negro population of Chicago gravitated toward "Cheyenne" and the "Levee" before and after the great fire, and S. Clark and S. State sts. to-day are much frequented by colored people. A mighty change has come over this district during a decade.

Pacific Avenue is no longer given over entirely to the vicious and criminal classes, as formerly, although I wouldn't advise you to take your evening walks on the southern part of it. Many magnificent commercial structures now line this thoroughfare. On the avenue, opposite the Rock Island depot, is Marshall Field & Co.'s barn a splendid building in itself and devoted to the use of the firm's magnificent draught horses and the men who care for them. This building has been enlarged during recent years and I am told that some of the upper floors are used for the storage of "reserve stock." In view of the fact that the firm has the largest wholesale building in the city; that it occupies its old wholesale store as a warehouse for reserve goods, and that t carries constantly an immense amount of stock in the U. S. bonded warehouses; this will strike you as being strange. But it seems as though it is difficult for Marshall Field & Co. to find storage room enough. We will talk about this firm later on, however. A trip down

South Clark Street will be interesting. The morals of this thoroughfare have not improved very much during recent years. Modern improvements have steadily encroached, however, upon the rookeries which have lined this artery since the fire, and now south of Jackson st. we find some handsome structures of the most modern type, notably the Hotel Grace, Gore's Hotel and McCoy's Hotel. But further to the south are the dens and dives that have made the street infamous. Just here, at the southeast corner of Van Buren and Clark sts., is the Pacific Mission. For years it was Jerry Monroe's "Pacific Garden," and the resort of the vilest of the vile. A few doors below a Polish Jew, named Lesser Freidberg, kept a pawn-broker's shop and "fence" for thieves about eleven years ago. One night the branch house of E.S. Jaffrey & Co., of New York, which occupied the building on Fifth ave., between Madison and Washington sts., latterly the *Chicago Herald* office, was entered by burglars and robbed. The stolen goods were placed in a wagon, which was driven to Freidberg's. Just as the burglars were unloading it a police officer named Race came along. His suspicions were aroused and he attempted to capture one of the thieves supposed to be Johnny Lamb. The thief shot him dead, right here, in front of the shop, jumped into the wagon and drove off. Lamb and another thief named "Sheeny George" were arrested, tried, convicted and sentenced to be hanged, but escaped all punishment for this crime finally. Freidberg was sent to the penitentiary for five years. He was a wealthy man at the time of his arrest. The last time I saw him he was mending convicts' clothing in the penitentiary at Joliet, about the most humiliating work that could possibly be assigned him. He came out and found that his wife had secured a divorce. His property was all gone. He was arrested a short time ago for vagrancy. There is a moral here, but you may not see it. Pawnbrokers' shops kept by Polish Jews are to be found all along here. Wherever you find poverty and vice you will also find pawnbrokers' shops. They seem to pull together. I don't know how many of them are "fences" for thieves now, but you may rest assured that some of them are. Only a

SOUTH CHICAGO RAILROAD STATION—I. C. R. R.

short time ago just such an institution as that managed by the late Mr. Fagin was broken up down here. In this instance the fence-keeper's name was Levi. Here we pass concert saloons conducted by a class of men who bear a name which I need not mention. Here also we come upon "gin mills," conducted by bloated and murderous-looking ruffians, who will first stupefy and then rob you, if you give them a chance. It is in these dives that men are "doped." If there were fewer of them there would be fewer "floaters" picked up in the Chicago river. Here we pass the brothels and bagnios, where depraved women, white and black, pursue their avocations and carry on, in company with the males of their class, nightly orgies that are either unseen or unnoticed by the police. Respectable people are not in much danger down here, for the very good reason that respectable people are seldom to be found loitering around this neighborhood. We are in

The Slums.—It was quite the "fad" in fashionable circles not long since to "go slumming," and the city detectives were frequently requested to conduct a party of nice young ladies and gentlemen through the vicious quarters of the city. It is no longer a "fad," although the practice has by no means died out. Such an excursion has its advantages as well as its drawbacks. While a young lady can not very well see anything during a "slumming" trip that is not repugnant to her finer sensibilities, and while she will see much that is shocking, or ought to be, to her modesty, yet she will learn that the path of vice is a thorny one, and that her fallen sisters are more in need of her pity than they are deserving of her scorn. While the great majority of the lewd women of the city spring from the lower ranks of society, and are, as a matter of fact, born into viciousness, a great number of them are girls who were well born, well reared and well educated. The causes of their downfall are innumerable, and, strange as it may appear, but very few of them can trace their ruin back to the deceit or perfidy of man. In not an inconsiderable number of instances these fallen women who come from the higher walks of society owe their misfortune primarily to an ambition, unsupported by an ability, to shine as actresses. We might walk all over this district and find merely a repetition of the scenes which surround us now. In a little while we will leave the district and the subject behind us. But first let us call your attention to the

Lodging Houses.—There are cheap lodging houses scattered throughout the city. There are some on the North Side and some on the West Side, but the lowest class of lodging houses are located down this way. Here the wearied traveler may secure a night's lodging for five cents. That is, by going down into the cellar and paying over a nickel to the proprietor, he will be permitted to climb into one of the bunks ranged in tiers along either side of the dismal cavern. The bunk is without mattress or bedding. It is simply the soft side of a pine board. But it beats walking the streets. If it be winter, there is a blazing fire in a stove which stands in the middle of the cellar. If it be summer, the cellar is cool. No robberies are ever committed in these cellars, for obvious reasons. There are no signs cautioning guests to place their jewelry and money in the office safe. Such a caution would be looked upon as heartless and bitter irony. But there are cellars where the traveler, for ten cents, may secure a bunk with a straw mattress. These are considered among the patrons of the five-cent cellars places of gilded luxury. Again, there are lodging houses where a bedstead—a real bedstead, with real bedding and real bed covering—may be secured per night at the uniform rate of fifteen cents. And a single room can be rented for twenty-five cents. But only the aristocrats of "Cheyenne" and the "Levee" squander their money for twenty-five cent rooms. Twenty-five cents to most of the lodging-house patrons means three drinks of barrel-house whisky, a free lunch, a cigar and a bed. We will take in South State street before we part for the day. The purchase of a long strip of property along this thoroughfare by the Santa Fé railway company resulted in the demo-

lition of a large number of the disreputable houses which lined one side of it a few years ago. South State street is growing better year after year. To-morrow we will look around reconstructed, reformed and rebuilt "Cheyenne."

SEVENTH DAY.

No portion of the city has undergone a more complete transformation and reformation during the past ten years than that section which is penetrated on the north by Fourth ave., Dearborn st. and Third ave. As before remarked, Dearborn st. up to ten years ago was not even opened. To-day it is lined from Adams to Polk st. with some of the most magnificent buildings in the city. The Post Office and Custom House, sometimes called the Government building, stood practically alone here for many years, except that it was faced by the Grand Pacific Hotel and the Lakeside building on the west, and by the Honore block on the north. Now it is hemmed in on all sides by palatial structures. On the southeast corner of Adams and Dearborn is the beautiful Owings building, which rises to the height of fourteen stories, presenting a novel and interesting innovation in architectural design. Just north of the building and directly opposite the Post Office is the sixteen-story steel building, which is to be known as

The Chicago Hotel.—This will be, when completed, one of the wonders of Chicago. It is to be finished in the highest style of art and conducted as a high-class commercial hotel, on the European and American plans. On the southwest corner of Dearborn and Jackson sts., and running through to Fourth ave., are the twin structures, known as the

Monadnock and Kearsarge buildings.—These magnificent piles occupy the entire space lying between Jackson and Van Buren sts. and Dearborn and Fourth ave. The Monadnock occupies the north half, the Kearsarge the south half of the area. They form in reality but one building, and are divided in name merely because the undivided structure is too large for the common person to find anybody in it. This is one of the most imposing structures in the city. It is all steel, fire-proofed and finished in granite and marble, sixteen stories high. On the Jackson and Van Buren st. fronts two sets of bay windows run from the second story to the top, and on the Dearborn st. and Fourth ave. sides two sets run from the second story to the top. The foundation and walls are said to be the heaviest of any building in the city. The entire length is 409 feet by 66½ feet in width. It was erected as an office block for the Brooks estate. No saloons are allowed in this palatial structure. The building cost $3,000,000. Passing a number of great buildings we come to the

Manhattan Building.—This colossal fire-proof structure overtops every other office building in the city by at least three stories. Being situated on the leading business and financial street in Chicago, near the Post Office, depots and Board of Trade, with which it is connected by pneumatic tubes, it promises to become a very popular structure. It has sixteen stories and basement of solid masonry and an inner frame of steel and iron, incased in terra cotta. The interior is embellished with ornamental bronze and antique copper, polished marble and jaspis wainscoting, mosaic floors and ornamental ceilings. The small amount of woodwork that enters into the structure is antique oak. The appointments as to elevator service, electric light, heat and general conveniences embrace every improvement known to modern science, and are unequaled by any building as yet erected in Chicago. As in the

Monon Building—farther to the south on the right, so in the Manhattan, many floors will not be partitioned until rented, then partitions will be erected to suit the tenants, so as to give as much or little room as may be desired, as well as to locate the apartments conveniently for the purposes desired. The cost of the Monon was $500,000, and of the Manhattan, $800,000. The Manhattan was completed for occupancy late in 1891. The center of the district of sky-scrapers is reaching from the vicinity of the

Board of Trade down to this neighborhood on Dearborn street. There, within a year, will stand completed in the radius of a block the following colossal buildings: Manhattan, Monon, Caxton, Monadnock, Kearsarge, Chicago and the fourteen-storied pile of steel and glass at Dearborn and Harrison streets. Among those mentioned

The Caxton Building deserves our attention. This elegant structure, at 328 to 334 Dearborn street, is one of three buildings of its kind erected in this city. It is thoroughly fire-proof throughout, constructed of steel to beams and girders. The walls are of terra-cotta and pressed brick, of the best quality, and the partitions are of hollow tile. The offices are large and commodious and in their plans special care has been taken to finish them in a manner affording the greatest convenience and comfort to the occupants. In order to avoid any interference with occupancy the hydraulic passenger and freight elevators have been placed in the south end of the building. They are of the best pattern, insuring both safety and speed, as well as the greatest convenience to the tenants. The structure has eighty feet frontage on Dearborn street and is twelve stories in height, having three bay windows on each front extending the entire distance from second to the twelfth story. We will not have time to enter one-half of the great buildings already erected or approaching completion on Dearborn street. To form an adequate idea of the immensity of these buildings, or of the superb manner in which they are constructed and finished, you should give them not one but several days' time. Passing on toward the south we come to a massive structure, on our left, near Polk street, built and occupied by Messrs.

Donohue & Henneberry, the printers, binders and publishers. This was one of the first of the great office buildings erected on South Dearborn street. It has a frontage also on Third avenue. It is eight stories in height and finished after the most modern fashion. The upper part of the building is occupied by the various departments of Donohue & Henneberry's establishment -counting rooms, offices, book rooms, composition rooms, bindery rooms, etc. The lower floors are given over to numerous publishing firms, newspaper offices, advertising offices, printers' supply offices, etc. The immense basement is occupied by Donohue & Henneberry's presses—book, job, newspaper, etc., of the latest and most approved modern make. The firm of Donohue & Henneberry is one of the most prominent in the United States. It turns out an immense number of bound volumes annually, besides catalogues and other printed matter of the higher grade. Leaving Donohue & Henneberry's we find ourselves in front of the beautiful Dearborn Station, which is described elsewhere in this volume. Before abandoning the district for good, however, we will walk north on Third avenue. This locality, as you will notice, is given over to interests connected with the printing business. Immense job printing establishments, printing press salesrooms, printing ink depots, weekly newspaper offices, patent-inside and patent-outside offices, theatrical printing houses, binderies, etc., etc., are passed one after another until we find ourselves on Jackson street once more. The

Post Office Building is referred to elsewhere. [See Post Office.] It will be torn down or else it will fall down before long. The Honore building on the northwest corner of Dearborn and Adams streets was formerly the pride of the city. It is a great structure now, but old-fashioned. The great new "Fair" building is being erected opposite. [See Fair Building.] The

Temple Court Building, at 217 Dearborn street, is close by. This structure has 200 offices and is one of the handsomest in the city. To the north is the

Adams Express Building, one of the finest office structures in the city, ten stories in height and elegantly finished. Next to it is the Commercial National Bank building, another beautiful edifice. Across the street is the Howland Block, erected by H. H. Honore, and at one time pronounced the finest office building in the country, but at

present a back number. On the next corner, same side of the street, or, to be exact, on the northeast corner of Dearborn and Monroe streets, is the

First National Bank Building—a structure frequently referred to in this volume. [See First National Bank.] This building was erected on the site of the old Post Office and Custom House, destroyed by fire in 1871. After the fire the ruin was transformed into the Adelphia, afterward Haverly's Theatre. The First National Bank secured a lease of the ground from the School Board, and erected a $500,000 block upon it in 1882. The bank pays 6 per cent. on the value of the property. The building is six stories high, and is one of the most substantial structures in the country. The entire first floor is used by the bank, and is said to be the finest and largest banking room in the world. The visitor will find this an interesting place during business hours. [See Illustration.] Across the street is the office of the *Evening Journal*, Thompson's immense restaurant where four thousand meals are served every day, the Saratoga and the Windsor Hotels and the Stock Exchange building. [See Stock Exchange.] On the southeast corner of Madison and Dearborn streets is the *Tribune* building and publication office [see *Tribune*] and on the corner diagonally opposite is the *Inter Ocean* building and publication office. To the right, just half a block down Madison street, is McVicker's theatre. Keeping straight ahead up Dearborn street we pass many elegant buildings, and come to the

Portland Block, on the southeast corner of Dearborn and Washington streets. This is an imposing structure of modern design. Built soon after the fire, the Portland block stands as a monument to the energy of capitalists whose faith in the future of Chicago was not shaken by the overwhelming misfortune. They had no scruples about placing $200,000 in this structure, which has always ranked as a popular place for the old and conservative men engaged in professional and mercantile pursuits. To keep pace with modern improvements its owners have recently spent $30,000 in providing new light-shafts and lowering the entrance to the level of the street. Sixty suites of rooms are occupied principally by lawyers and capitalists. Crossing Washington street we come to the

Stewart Clark Building, a handsome office block erected in 1875. It contains besides business rooms thirty tenanted offices worth, including property, $250,000. It is five stories high, with elevator service and the latest improved equipment. Stewart Clark, agent and manager, is one of Chicago's substantial coal merchants and a practical and energetic man. He is a gentleman of pleasing ways and devotes much of his time to literary pursuits. In this building is located the publication office of "THE STANDARD GUIDE TO CHICAGO." Adjoining is the

Chemical Bank Building, one of the most magnificent structures of its kind in the city. The building is owned by the Abstract Safety Vault Company. There are 114 elegant offices in the building, arranged in suites of three rooms each, fitted up in the most modern style. We come now to the Unity building and McCormick block, both of which will shortly disappear to make room for a sixteen-story structure, which it is said will eclipse anything yet attempted in the way of Chicago office building architecture. The

New Sky Scraper will probably be erected during 1891-92. The McCormick block has a frontage of 100 feet on Dearborn street and a frontage of 80 feet on Randolph street. This property was purchased by L. J. McCormick from C. H. McCormick March 26, 1887. for $250,000. Mr. McCormick has since refused $450,000 for his purchase. The property between the McCormick corner and the alley is now owned by Dr. T. G. Richardson. It has a Dearborn street frontage of eighty feet and a depth of 120 feet. It was purchased from Eugene S. Pike in 1880 for $68,894. The building then on the property was known as the Rice building. Dr. Richardson improved the build-

ing and called it the Unity building. Judge J. P. Altgeld recently leased the Unity Block property for a term of ninety-nine years, with the agreement to erect a building costing not less than $150,000 before May 1, 1895. It now seems probable that four years before the stipulated time these improvements will be inaugurated. The plan, substantially, is to improve the entire 180 feet of frontage with one of the biggest office and business buildings in Chicago. On our way north we pass the Borden Block, the Tremont House and several other handsome buildings. It is now time to leave off sight-seeing for the day. We will meet on the State street bridge to-morrow morning.

EIGHTH DAY.

Starting from State st. bridge this morning we will endeavor to do the great retail avenue of Chicago, or at least a portion of it, before the day closes. This thoroughfare, as it opens out before us, from the slight elevation on which we stand, is one of the grandest commercial arteries in the world. By reference to page 52 you will learn that State st. is the longest in the city, extending as it does from North ave. to the southern limits, a distance of eighteen miles. There are streets in Paris, especially those converging at the Grand Opera House, which, by reason of the uniformity of the style of architecture so closely adhered to under the last empire, present a more pleasing view at first sight, perhaps, than does State st. from this point. This very uniformity in style soon becomes tiresome, and the visitor is half inclined to wish that it were broken here and there, no matter how. If you are from Paris, State st. will remind you of Avenue de l'Opera, or of the Avenue Malsherbes, from the steps of the Madelaine; if from Berlin, Frederich Strasse or Leipziger Strasse will be recalled to your mind; if from Vienna, you will see a resemblance to some sections of the Ring Strasse; if from London, Regent st. may be suggested; if from Dublin, a part of Sackville st., although you will miss the Nelson Monument. All of the great streets of the world to-day bear a strong resemblance to each other, although there is in reality a vast difference between them. But let us be moving. We pass

South Water St., and pause for a moment to look East and West. Here apparently is a blockade and a confusion of tongues—wagon and human. The street is completely clogged. It would be all your life is worth to venture down the middle of it, and you can only pass along the sidewalks by climbing over fruit boxes, chicken crates and barrels. There is a mixed odor here of onions, strawberries, California grapes, Florida oranges, pickles, saur kraut, hay, wet straw, fresh fish and eggs of uncertain age. This is the great fruit, vegetable and poultry market of the city. You should visit this street early in the morning and force your way through from one end to the other. Perhaps you will witness more human activity here than anywhere else in Chicago, excepting during business hours on the floor of the Board of Trade. But we can not tarry longer. Moving south we pass the great wholesale grocery establishment of Reid, Murdoch & Co. This is their principal, but not their only, warehouse. East of here, on Michigan ave., extending to Central ave., they occupy several store-rooms. We pass a number of prominent concerns, among them the immense glass and queensware house of Pitkin & Brooks, at the northeast corner of State and Lake sts. This is a house worth visiting, and you will have an opportunity further on of going through the floors filled with all the novelties of foreign and domestic manufacture, in crystal, china and porcelain ware. We leave

Lake Street, formerly the great retail street of the city, behind us. It is now given over to the hardware, cutlery, leather, rubber and machinery trade. Passing on we come to the northeast corner of State and Randolph sts., where the walls of the great

Masonic Temple are beginning to rise. Here you will be interested in the work going on, for upon this spot before the Columbian exposition opens there will stand one of the greatest and grandest structures in the world. The idea of a grand Masonic temple in Chicago has been encouraged by Western Masons for the last twenty years.

Numerous agitations of the project were started but fell through, partly for want of some one who was willing to take the responsibility, and partly because the money could not be raised. For, though the Masons as individuals are wealthy, the lodges are kept poor by their liberal charities and funeral expenses. In 1873 Norman T. Gassette, then eminent commander of the Apollo Commandery, renewed the agitation of this subject, in connection with a special effort to secure for the site of such a temple the lot at the northeast corner of Dearborn and Monroe streets, on which the Stock Exchange now stands. But there was no adhesiveness among the Masons whom he was able to interest in the scheme, and the old trouble of a lack of money killed it. The last and successful effort in behalf of this enterprise originated in December, 1889, when Gil W. Barnard and Dr. J. B. Fatrich, of Van Rensselaer Lodge, issued a call for a meeting of prominent Masons to consider this subject. This call had several other names appended to it, among which was that of Mr. Gassette, and was addressed to sixty Masons. The meeting took place in Mr. Barnard's office in the same month. The result was that General John Corson Smith appointed a committee of ten, with Mr. Gassette as chairman, to select a location for a Masonic Temple, to devise ways and means for erecting the building and to report to a meeting of the craft to be held subsequently. The committee addressed itself to the task with great energy, and about a month later a meeting of 120 members of the craft was called at the Oriental Consistory preceptory to hear their report and consider their recommendations. The committee in the meanwhile had had several sites offered them, but had definitely selected the lots at the northeast corner of State and Randolph streets. The report was heard and approved in many particulars, and the committee was discharged. Immediately thereafter, however, the meeting appointed Norman T. Gassette, Amos Grannis and E. R. Bliss a committee to carry out the plan that had been proposed. There was no particular organization and everything devolved on this committee, with no instructions but to "go ahead." The committee took the meeting at its word and went ahead in the most approved fashion. In less than a month, without any organization or corporate authority whatever, it had purchased the site for $1,100,000 and opened books for stock. On April 4th, the Secretary of State, issued articles of incorporation to the Masonic Fraternity Temple Association, with Norman T. Gassette, Amos Grannis, E. R. Bliss, John Buehler and C. H. Blakeley as directors. The officers subsequently elected were: Norman T. Gassette, president; Amos Grannis, vice-president; E. R. Bliss, secretary; and Warren G. Purdy, treasurer. The company was capitalized at $2,000,000, and the price of stock was fixed at $100 per share.

The building will be, as good judges believe, the finest in the world. Even a brief description of it would seem to justify that opinion. The site, every inch of which it will cover, measures 170 feet on State st. by 114 feet on Randolph st., and is entirely surrounded by streets and alleys. The building will rest on cement and iron foundations, extending far out into the adjacent thoroughfares, and the superstructure will be of steel and perfectly fire-proof from bottom to top. It will have twenty stories, and the height of the building will be nearly 265 feet. The first three stories will be faced with dressed red Montello granite from Wisconsin, with glimpses of carving, the corners being ornamented with electral layers. The remaining stories will be faced with gray brick that is indistinguishable from granite, each measuring four by five by fourteen inches. Between the sixteenth and seventeenth stories terra cotta of the same shade will be used No particular style of architecture can be predicated of this building, though the arches visible on some parts of the gigantic facade suggests the Romanesque. The design presents a faint resemblance of a main building in the center with wings on each side. These wings terminate in steep gables on the east and west fronts, connected by the steep roof of the central portion of the structure. There are seventeen stories below the cornice and three above it. All four

fronts will be finished in exactly the same costly and elegant style. There will be three tiers of deeply recessed bay windows on each front, extending from the third to the fifteenth story, both inclusive. The windows of the second and sixteenth stories are combined in groups of two, within deep Roman arches. The seventeenth story is treated separately from the rest of each facade. The entrance will be through an immense granite arch twenty-eight feet wide and forty-two feet high in the center of the State street front.

This gorgeous edifice will have an interior court something like that of the Chamber of Commerce building, the floor of which will measure 90 feet north and south by 45 feet east and west. The walls of this court will be faced from bottom to top with different colored marble, and at the east side of it a magnificent bronze staircase will ascend from the ground floor to the roof. The interior finish of the building will be mosaic floors, marble and onyx walls, and old oak woodwork. East of the court, disposed in a semi-circle, will be fourteen passenger and two freight elevators running from the basement to the attic, and making a round trip every three minutes. The whole building will be heated by steam, and supplied with electrical and pneumatic connections in great profusion. The basement will be devoted to an immense café with its appurtenances, and waiting rooms, toilet rooms, coal rooms and boiler rooms. Perhaps the most surprising thing that can be said concerning this immense building is that every floor of it from the pavement to the eleventh floor inclusive will be fitted up for shops. There will also be four shop-like booths on the floor of the court. The floors from the eleventh to the sixteenth inclusive will be fitted up as business offices. Above the sixteenth floor, and beneath the roof, everything will be sacred to masonry. On the seventeenth floor the entire south wing, 50 by 109 feet in size, will be devoted to a drill hall. The similar space in the north wing will be divided between the blue lodge rooms. The intermediate room, on the State street front, 40 by 80 feet in size, will be a banqueting hall. On the eighteenth floor, over the drill hall, will be a gorgeous consistory room, with arched roof and galleries on three sides. Over the banqueting hall will be parlors. Over the blue lodge rooms will be the Apollo Commandery preceptory. In the remaining two stories will be a number of smaller rooms. Even here the description does not end, for on the roof of the building are to be hanging gardens, covered with glass roof and walls that are to rival the abode of the gods. It is given out that there may be refreshments up there, but everything that inebriates will be remorselessly banished. There is no danger that the people who come here in 1893 to see the Columbian Exposition will go away disappointed. Whatever the exposition may be, and there is every reason to believe it will be the grandest ever held, the city itself will have attractions enough to entertain the most exacting of visitors. Chicago was here before the exposition was thought of; it will be here when the exposition shall have become but a faint memory, and, in itself, it will always be worthy of a visit from the people of foreign lands. Directly across Randolph street, and facing State street, is the

Central Music Hall, one of the finest concert and lecture rooms in the city. [See Central Music Hall.] This elegant structure was erected by a number of public-spirited capitalists, whose interest was aroused by the late George B. Carpenter, a brainy, brilliant and indefatigable young man, who had accomplished almost a life's work in the way of creating and encouraging a taste for musical and literary entertainments in Chicago before he was stricken down. He lived to see the Central Music Hall dream realized, but passed away before he could reap the reward of his labors. His death was mourned by his associates and regretted by the entire community. The Central Music Hall, like other structures in this city which a few years ago were looked upon and pointed out with justifiable pride, is to-day cast into the shade by newer and more magnificent edifices; but, nevertheless, it will remain, for many years

to come, an ornament to the neighborhood in which it stands. Walking south, we pass the elegant show-windows of Burley & Co.'s china and glassware house, and the beautiful display which we see inside tempts us to enter; but you will postpone your visit until I am through with you. We are now in the center of what was formerly the

South Market Square of the city. [See Market Squares.] Here in other days stood a market house after the fashion of the time, in which was located a police station, and a volunteer fire company's apparatus. One night during the mayoralty of "Long" John Wentworth that whimsical individual took it into his head to remove all the overhanging signs and awnings in the city. Chicago was still a country town, and in front of nearly every store was a permanent wooden awning, such as you will find to this day much in vogue in the smaller Western and Southern cities. Chicago merchants have always been tireless and sleepless pursuers of trade and they advertised extensively then as they do now, but in a different manner. In John Wentworth's time they hung out banners and wooden signs from the front windows of the buildings. They also used immense wooden signs elevated on posts which stood on the edge of the sidewalks. These advertisements and highly colored awnings gave a lively and picturesque air to the business center, but they also had their faults. They obstructed the sidewalks and interfered with the volunteer fire department in the discharge of its duties. Merchants had fallen into the habit, likewise, of piling their empty goods cases on the sidewalks, also, in the way of advertisement, and the merchant who could show the greatest number of fresh-looking empty cases in front of his store in the spring and fall was the one who received the credit of doing the greatest amount of business. Well, "Long" John, as I have said, took it into his head one night to put an end to this sort of business. He engaged every express and dray wagon in the town and hired fifty or sixty laborers to execute his orders. Before morning the space all around the south market house was covered with awnings, signs and dry goods boxes. No favors were shown and no exceptions made. Many of the awnings were costly ones; some of the signs had been painted in the East, but all were pulled down and piled together, regardless of consequences. Of course the indignation in "business circles" next day was intense, and of course "Long" John was the most unpopular man in town for awhile, but the wisdom of his move was soon recognized even by the greatest sufferers, and Chicago has never had any wooden awnings since. During a recent administration, however, awnings of another character have been winked at, and overhanging wire signs again disfigure the business district. Sidewalk signs are also becoming rather too common. Perhaps before the Columbian Exposition opens we will have a mayor who is possessed of sufficient nerve to do his duty, even though by doing so he may offend the proprietors of saloons and the managers of theatres. But this doesn't concern you. The fact that this portion of State street was once a market square will explain its extraordinary width. But it does not explain how the street came to be widened as far south as Madison. There was a movement on foot years ago to increase the width of the street to the south line of Madison. There were meetings of property owners and there were special meetings of the city council. Resolutions were adopted and meaningless ordinances were passed, looking to the desired end. A certain man owned the greater part of the frontage on the west side of State, between Randolph and Madison streets, where all those elegant buildings stand now. Property was not quite so valuable here then as it is now, but a lot on State street represented a small fortune even in those days. The man who owned this frontage was a quiet, thoughtful, business man then, as he is now. His name was and is

Potter Palmer—While the citizens' meetings and the city council meetings were passing resolutions and enacting meaningless ordinances, Mr. Palmer was developing a plan for the widening of State st., in his own mind. This plan was a simple one. He

INTERIOR OF ILLINOIS CLUB.

carried it out. How? By presenting the city of Chicago with the frontage, taken from his own lots, necessary to give this section of State st. a uniform width. He did it modestly. It was done so quickly and so quietly that the citizens and the city council were taken by surprise. There was no further business, so far as State st. was concerned, before them, and they adjourned. The sacrifice made by Mr. Palmer was a great one. Every foot of the property he so generously gave away for the public good represented a large sum of money. Nobody has ever heard him speak of it, however. Only old citizens remember it now. Potter Palmer's generosity made State st. what it is to-day, for if it had not been widened the retail business would have long since sought another avenue not far away. And while I am on this subject, I want to say to you, not exactly what I think about Potter Palmer, but what all Chicagoans who know anything about this man *feel*. To Potter Palmer, more, perhaps, than to any living man, is due the present greatness of Chicago. His influence has always been a mighty, if a silent, force, in the development of this city. He has never lost faith in her future. Time and again his counsel, his judgment and his purse have saved the credit of the community abroad. When the reaction which followed the civil war set in, when values became demoralized, when the shrinkage in prices destroyed the capital of some of the strongest houses in existence here, Potter Palmer stood as firm as a rock between our merchants and bankruptcy, and compelled their creditors to make fair and honorable terms. After the great fire, though one of the heaviest sufferers, he was one of the first to step into the debris and proclaim that Chicago should not only be rebuilt, but should arise from its ashes greater than ever. The story of the rebuilding of the Palmer House, which we will see farther down the street, if properly told, would read like a fairy tale. By day and by night, under the blaze of the sun and in the glare of torches and calcium lights, the work never ceased until the magnificent structure was completed. Practically penniless, then, and for years afterward, Potter Palmer commanded unlimited credit at home and abroad. The man's integrity was his capital, and it secured for him the means whereby he has been enabled, during the past twenty years, not only to retrieve the fortune he had lost in a single night, but to build up a new and a greater one. The great retail houses which we see on either side of the street, as far as the eye can reach, have all grown up during a remarkably brief period. The oldest of them, in comparison with European houses are merely in their infancy. This is a busy street. We will have to stand close to the edge of the sidewalk or we will be carried along by the crowd. I don't think you ever saw so many well-dressed people anywhere. Most of them are ladies. There is a good deal of what the world calls style to be seen along here at all hours of the day. Just now the young ladies are pouring out of the

Chicago College of Music, located in the Central Music Hall building. This institution is conducted under the management of Dr. F. Ziegfeld, and a board of directors, consisting of Rev. Dr. H. W. Thomas, Wm. M. Hoyt, Gen. Chas. Fitz Simons, Dr. F. Ziegfeld, Dr. Philip H. Matthei, N. K. Fairbank, W. W. Kimball, J. Harley Bradley, Julius Rosenthal, F. Ziegfeld, Jr. The faculty is a large one and said to be the best in the country. This college has graduated some of the leading musicians of the day. The young ladies you see coming out now evidently belong to the junior class. Every one of them carries a roll of music, bound up in a patent leather case, in her dainty hand. This evening, should you chance to be on one of the avenues or the boulevards, you will hear her entertaining her fond parents, or perhaps her fonder lover, with some elementary exercises. Young ladies, I believe, no longer play the "Maiden's Prayer," or the "Monastery Bells," as they did in my time. I hear that they have dropped even the "Thunderstorm," which used to involve the crossing of hands and the screwing of the hurricane pedal to the parlor floor. While

we are here I might as well tell you that this is the starting point of all the South Side and many of the West and North Side street cars. The West Side cable loop is farther west at present, but it is probable that the West Side cars will swing around here again, as they formerly did, before many months go by. I will leave you here to watch the crowds and to follow them if you wish.

NINTH DAY.

I am glad that you enjoyed your afternoon on State street. It was a beautiful day for a promenade, and you wound it up quite appropriately by spending the evening at the Columbia. This evening you should attend the Chicago Opera House performance. To-morrow evening go to Hooley's and next evening to the Grand Opera House. Under the heading of "Amusements" you will learn something about these places. To-day we find ourselves in front of the dry goods palace which bears the name of

Marshall Field & Co.—You have heard of Field's before. Everybody in this country has, and, in commercial circles, at least, the house is known throughout the civilized world. It is not only the greatest dry goods establishment in this country, but greater than any in existence abroad. This is the retail store; the wholesale house we will see later on. Perhaps you remember that the style of this firm only a few years ago was Field, Leiter & Co. Mr. Leiter retired, and Mr. Field remained, forming a new partnership, and great as the house was when the dissolution took place—a dissolution, by the way, which surprised and startled the country at the time—it is three times as great to-day. I can not do better than to give you here, word for word, what a writer in the New York *Sun*, in 1891, told his readers regarding this great establishment. It would be impossible for me to improve upon it, for this writer evidently procured his information from persons who were acquainted with the history, the policy and business of the house and its principal owner. The American merchant, says this writer, who in point of wealth and vastness of business dealings must be ranked first among "the rich by honest brains and industry" is a man whose name is unfamiliar to most of the readers of the *Sun*. His home is not in New York but in Chicago, and even there he is personally little known in comparison with the prominence to which his position in the business and social world entitles him. He is

Marshall Field, the head of the great house of Marshall Field & Co., general merchants. The career of no great leader in commercial affairs furnishes an example of the wise application of sound principles and safe conservatism so striking as does that of Mr. Field. The story of his success is short and simple. It contains no exciting chapters, but in its very dullness lies one of the most valuable secrets of the almost boundless prosperity which it records. But the career of a man who, starting with no capital save brains and energy, accumulates many millions and builds up the greatest mercantile house in the world, is pregnant with interest, no matter how lacking it may be in dramatic action. Its most encouraging feature, indeed, is the fact that it contains nothing extraordinary; that there is nothing in it which any man of the same natural equipment may not hope to accomplish. The secret of Marshall Field's success lies partly in his business methods and partly in his environment. The ordinary biographical features of his career may almost be described in a paragraph. Like many another of the men who have been foremost in creating the mighty West, Mr. Field is a New England farmer's son. He was born fifty-five years ago among the hills of Conway, one of the most charming of little western Massachusetts towns. His early years were those of most farmer lads. He received a good education in the public schools and the local academy of his native town; but his tastes were mercantile rather than agricultural. In 1852, at the age of seventeen, he began his business career. He went to Pittsfield, then as now the largest town in the Berkshire hills, and obtained employ-

ment as clerk in a general store. He remained there four years. In that time he had outgrown the business and the town. There were no opportunities in sight for a young man of large capacity and ambition. He went straight to Chicago, and there he has been ever since. There was no guarantee at that time that the lake town would ever become the Western metropolis. The town had plenty of ambition and pluck, but the possibilities of greatness were scarcely visible. Then and for a long time afterward the prospects of St. Louis were by many considered the brighter. But Mr. Field became a Chicagoan heart and soul. He has done much for Chicago and Chicago has done much for him. The story of his success is a wonderful close index of the history of the city's marvelous growth. An almost exact parallel may be drawn during almost any of the thirty-five years between the career of the individual and the history of the town. Man and city are of the same age. Chicago, it may be said, was born in 1835, the year of Mr. Field's birth. Her first census, showing some 4,000 inhabitants, was taken two years later. The lusty young town became a full-fledged city of 50,000 or 60,000 people at just the time when Mr. Field, having reached his majority in 1856, cast his lot with the other builders of a metropolis.

Mr. Field secured employment as a clerk in the wholesale dry goods house of Cooley, Farwell & Co. His equipment in the outset in his new field of labor was health, brains, sound principles and ambition. Genuine worth did not have to wait for dead men's shoes to secure recognition in the broader field in which the young man found himself. His good qualities were promptly discovered by his employers and availed of to mutual advantage. Mr. Field remained in the capacity of clerk only four years. In 1860 he was made a partner. In 1865 there was a partial reorganization, the new firm consisting of Mr. Field, L. Z. Leiter and Potter Palmer, under the firm name of Field, Palmer & Leiter. Two years later Mr. Palmer withdrew, and until 1881 the style of the firm was Field, Leiter & Co.—Mr. Leiter retiring in the latter year—and since that time the firm has been Marshall Field & Co.

The Only Break in the unexampled growth of what has become the greatest mercantile house in the world was that made by the fire of 1871. In that great calamity Mr. Field suffered proportionately with the city itself. His firm then did business at State and Washington streets, the present site of the retail house of Marshall Field & Co. Everything was swept away by the flames, involving a loss of $3,500,000. The firm eventually recovered $2,500,000 insurance. The disaster was met with characteristic energy and indomitable pluck. While the ruins still smoked new quarters were opened by the firm in the street-car barns at State and Twentieth streets, and rebuilding was at once begun on the old site. The firm also began the erection of a separate wholesale house at Madison and Market streets. Their new buildings were among the first of the permanent structures completed after the fire. The retail establishment was taken possession of in 1872, and it still ranks as one of the largest and best appointed structures for retail trade in the country. Within a dozen years the new wholesale quarters proved inadequate to the tremendous growth of business, and the erection of the present great structure was begun in 1885. It was completed in 1887, and it comprises probably the largest and best arranged building for mercantile purposes in the world. It occupies an entire block, bounded by Adams, Franklin, and Quincy streets, and Fifth avenue, in the heart of the business section. It is of granite and sandstone, plain and substantial. Chicago smoke has turned it almost black, and it looks somewhat like one of London's old and massive government buildings. The unadorned structure bears no external indication of its use. There is no announcement or sign upon it save a brass plate bearing the firm name at the main entrance on Adams street. The interior is divided by two thick parti-walls into three sections,

with communication, on each floor through double doors of heavy iron. The ground floor of the middle section is occupied in part by the counting room, where scores of clerks, seated at a vast array of desks, keep the books of the great establishment. In the other sections and floors are the goods, systematically arranged for wholesale trade. Probably under no one roof is gathered so vast a quantity of material designed to meet the general wants of mankind. The greater part would be included under the general term dry goods, but the variety is almost without limit, and it includes carpets, curtain goods, and, in fact, about everything within the domain of house and personal equipment; and even now the great establishment is crowded so that this broadest expansion possible under one roof is likely before long to prove too small for the demands of trade.

The Business of Marshall Field & Co. has increased from $8,000,000 twenty years ago to $35,000,000 annually. No other house can approach these figures. The field covered by the vast trade of Marshall Field & Co. is the West to the Pacific coast and the South to the Gulf. New York houses control the Eastern market. This great volume of business has yielded, in the aggregate, a fair profit. Fully $10,000,000 of unincumbered real estate in the heart of the city is owned by him, and he is among the largest individual holders in the West of railroad, palace car, and steel and iron stocks.

But this article is not designed to be a mere chronicle of Mr. Field's wonderful success as a merchant. A point of greater interest is suggested by the inquiry: In what respects do Mr. Field's business methods and general policy differ from those of ordinary business men? They do differ in two or three important particulars: Marshall Field never gives a note; he never bought a share of stock on margin; he never borrows; there is not a dollar's mortgage upon any piece of real estate or other property which he owns; he does business on a cash basis; he buys for cash and sells on shorter time than any of his competitors; he holds his customers to a strict enforcement of their contracts.

Many merchants would find it difficult, if not impossible, to do a successful business governed by Mr. Field's maxims. Their application would involve a sharp contraction of their volume of trade and the sacrifice of many pet projects of investment or speculation. No one can question the absolute solvency of a business conducted according to Mr. Field's policy. No panic can shake it, few bad debts can swell the profit and loss account. It follows that goods can be sold at a smaller margin for profit than any dealer using the long credit system can afford.

No man has had such great and salutary influence upon the business methods of the West as has Mr. Field. He is unyielding, even relentless, in his enforcement of contracts, but many a retail dealer has subsequently thanked him for compelling him to meet an obligation when due. His customers throughout the great West number thousands. Every one of them know that Marshall Field & Co. will insist on prompt payment when the thirty or sixty days' accommodation has expired. The result is, they keep their own collections well in hand, and allow no risky accounts to get upon their books. As a friend of Mr. Field, who has watched the operation of his system, recently observed: "He has prevented more small failures, and done more to keep the methods of trade in the West toned up to sound business principles than any other man." Of course one effect of the operation of his system has been to give him the very best class of trade. Dealers of shiftless methods know they can not trade with him. If one attempts it, and seeks to get an extension of credit beyond the maxim of sixty days, he is promptly informed that his trade is not wanted by Marshall Field & Co. A feature of

Mr. Field's Business Methods, which his associates say has borne the most valuable fruit, is the inflexible integrity of his representations. No employe of

his firm is allowed to misrepresent in any degree the qualities of his wares. An enviable reputation has been built up on the strength of this rule. The firm's advertisements are relied upon by the public, the statements of its salesmen are accepted in full faith by purchasers. It is said to be Mr. Field's policy to do business on small margins of profit, preferring to do a large trade with rapid turning over of capital, rather than a smaller volume of business with proportionately large returns. One rare trait Mr. Field has which has enabled him to take the fullest advantage of his business opportunities: He has an almost instinctive power to correctly estimate individual capacity. He is quick and sure in recognizing business talent among his employes. His selections of men always prove them to be especially adapted to the duties assigned them. It follows that in order to exercise his rare judgment of men to best advantage, Mr. Field must be closely associated with his great army of employes. He has no less than 3,500 persons upon his pay roll. No employer in Chicago commands more loyal service and inspires a stronger personal regard—in many cases amounting to genuine affection—than exists among the employes of Marshall Field. There is not a cash boy in his great store who can not gain Mr. Field's considerate attention at any time. He is on all occasions as considerate of the feelings of his subordinates as those of his equals. While his great corps of servants is thoroughly disciplined, they are treated as men and women of refinement. In fact, Mr. Field is regarded by his own employes as an ideal employer, and there are few, far too few, men in a similar situation who can command such voluntary tribute from those most likely to know their failings.

Mr. Field has always been a hard worker. He devotes about as many hours to business as do his employes. His interests have become so vast that he has, of course, surrendered the supervision of details to others, though he keeps himself remarkably well informed regarding all branches of his great establishments. Every morning he visits the retail store on State street, remaining there an hour or two. The rest of the day he spends in his office in the wholesale building. His sanctum is in one corner of the middle division of the first floor upon the Adams street front. It is a small, comfortable room, separated from the rest of the great counting-room only by a partition eight or ten feet high. His private secretary sits within a railed inclosure just outside. Most of the time entrance is free to any one having business with Mr. Field. A plain roll-top desk, a table, and chair or two, with a neat carpet, furnish this unpretentious office. The visitor finds seated at the desk a man of rather spare figure and medium height. When he looks up the face is kindly, and the clear gray eyes, under bushy brows, while keenly observant, invite confidence. The gray hair is almost white, and the heavy moustache has also lost its color. Mr. Field will not allow his photographed likeness to appear in public print. Two or three poor sketches of his face have been printed, but they do not correctly represent him. He is, in fact,

A Man of Impressive Presence; dignified, but not severe; alert, but with a trace of sadness about him; strong, but with a ready sympathy; considerate to the last degree of another's sensibilities. The visitor instantly understands, without perhaps being able to put the thought in words, how true it is that Marshall Field's word is as good as his bond. He gets at the meat of every subject brought before him with two or three incisive questions, studying the while the visitor's face if he be a stranger, and in a few moments he is ready for whatever decision from him the matter may call for. Then a promise from him in a matter, however trivial, is as sure of fulfilment as though guaranteed with all manner of formality. Of Mr. Field's social life little need be said. His tastes are extremely modest. He lives in quiet luxury. He goes little into society, and he has never been in public life. His charities are generous but unostentatious. He takes an intense interest in the good name of his adopted city. No man does so much as he in his contributions in the interest of good local govern-

ment. In no sense a politician or a partisan, he nevertheless is a leader in every movement for the purification of the government of Chicago. He never appears publicly in these efforts, neither does he allow his name to appear, but his hearty support is always enlisted. His gift of a large tract of land for the erection of the proposed buildings of the new Baptist college gave the impression that Mr. Field was a member of that denomination. He is, in fact, a Presbyterian. Mr. Field is married, and he has a son and daughter, both married. He is a member of the principal clubs, and occasionally visits one of them. No man possesses or deserves in higher degree the honor and esteem of his friends than does Marshall Field. No active figure in this busy nineteenth century civilization offers a truer type of manhood and intelligent, successful endeavor. I will let you walk through the great retail house alone. You will be able to secure a luncheon here. You will not want to leave the house before evening, and besides, as you say, you have some shopping to do. I will meet you here to-morrow.

TENTH DAY.

Marshall Field & Co.'s, as you see, is on the ne. cor. of State and Washington sts. It covers almost the entire half block. Although a number of buildings have been added on the north to this great house, the establishment is still cramped for room. The Central Music Hall building checks its growth, or rather prevents its extension further north. As soon as the lease which Burley & Co. hold expires, Marshall Field & Co. will occupy their present store-rooms. They have already all the floors above. Property owners on Wabash ave. would almost be willing to give a building to Marshall Field & Co. if they would consent to transfer their store to that beautiful street, for the prestige of the house during recent years has alone prevented a general movement of the retail trade toward the eastern thoroughfare. But it is likely that this firm will remain where it is. If it can not widen or lengthen its present area, it can do what the rest are doing—obtain more space in the air. Across Washington st., on the same side of State, is the great jewelry house of

Giles Bros. & Co.—One of the oldest and most responsible firms in the city. This is a popular jewelry establishment and ranks among the best in the country. On the nw. cor. is

Peacock's—Another first-class jewelry house, where a specialty is made of watches, clocks, diamonds, etc. Across Washington st., on the opposite cor., is one of the oldest, most respectable, as well as most popular, of the great dry goods houses of the city. This is the establishment which is conducted under the name of

Charles Gossage & Co.—There are a large number of houses in this city whose signs are misleading. Years ago this establishment was conducted under the firm name of Ross & Gossage. Later on and for many years Charles Gossage was the sole proprietor. He died some years ago and the good-will of the house was purchased by Carson, Pirie & Co., who are the present proprietors. Carson, Pirie & Co. are also the proprietors of another large retail establishment at the cor. of Wabash ave. and Adams st., which bears the firm name. There is neither a Gossage nor a Carson connected with this firm. The latter died many years ago, but the name has lived on. Mr. John T. Pirie is the head of the present house. But we must speak of a thing as we find it, Since the death of the original proprietor, the house of Charles Gossage & Co. has grown wonderfully. It was always a high-class concern. In olden times "Gossage's" was celebrated as the place in Chicago where only the very best of everything could be found. Gossage dealt in the best laces, the best silks, the finest velvets, the most expensive shawls, etc., etc. He kept no cheap goods. He wouldn't handle anything that wasn't first-class. The leading families gave him their custom. It was something to be able to buy at and to be able to wear goods from "Gossage's." Prices were higher here than elsewhere, but when you paid a good price for an article "You knew what

you were getting." That was what the old ladies told their daughters and their granddaughters. In those days there were no one-cent counters in the basements and dry goods stores didn't handle everything, as they do now, from a tin whistle to a ton of coal. Dry goods stores were dry goods stores exclusively. You had to go elsewhere even for trimmings. There were stores that handled "notions," stores that handled carpets, stores that dealt exclusively in cloaks, in furs, in ready-made garments, etc., etc. Now the dry goods stores handle everything and all the smaller concerns have been closed up or swallowed up. The dry goods house of the period is a general store. There are few things that you can not purchase in one of the leading establishments. But this is a digression. Gossage & Co. have been carried with the tide. The house to-day handles the finest goods, but it meets the demands of all classes, as its competitors do, and you can step from the silk counter to a book stand, or from a velvet to a housekeeper's department without leaving the building. A number of stores on Washington st. have been added to the original space. The sw. cor. of State and Washington, a building once occupied by the First National Bank, was also added during 1891. When you visit Gossage's I would suggest that you pay particular attention to this corner. It is occupied by the silk department of the house and is fitted up in the most enchanting manner. Aside from the enormous rental which the firm pays for the use of this space, a great sum of money was expended in making alterations and improvements before it was ready for occupancy. The visitor on entering finds himself in a veritable marble hall. The stone is of the finest grain and polish. The ceiling is a beautiful Mosaic, and even the floor is of the same costly character. The silk department of Gossage's is one of the leading attractions of the city. You will observe on going through the entire establishment that it covers an immense area of floor space, and that the general arrangement of goods and the quality of the furnishings are unexcelled in the city. Gossage's is a deservedly popular house. For the present we will move along. South of Gossage's is the house of

Fish, Joseph & Co.—This was formerly "Pardridge's." Fish, Joseph & Co.'s is one of the youngest of the dry goods establishments, but it has made wonderful headway in a short time. On the opposite side of the street is

Mandel Brothers' beautiful stores. This is numbered among the leading dry goods concerns of the country. With Chicago people it is difficult to say which of the establishments is the most popular. They all appear to be doing business up to their full capacity. But each has its especial clientage. Customers of Mandels' wouldn't feel comfortable in Field's or Gossage's. Field's customers are not contented anywhere else. Gossage's customers would be unhappy were they compelled to shop at Mandels'. Again there are ladies who never visit either of those places because they think themselves better treated at Schleisinger & Mayer's, or at Franks'; or at Fish, Joseph & Co.'s; or at Siegel, Cooper & Co.'s; or at the "Fair;" or at the "Leader," or anywhere else. I am no judge of such matters, and I can only recommend that you visit all of those places. They are great houses, every one of them, and Chicago is proud of the manner in which they are conducted. You will find Mandels' to be a perfect dry goods establishment, however. In fact it differs very little, if at all, from Field's and Gossage's. Here I am only referring to State street houses. Down on Wabash avenue there are two immense retail dry goods concerns which should also be honored by a visit from you. One is Carson, Pirie, Scott & Co.'s; the other, James H. Walker & Co.'s. They are equal, in every respect, to the best of the State street houses. While you are moving around among them I will leave you. To-morrow we will meet at Buck & Raynor's, on the southwest corner of State and Madison sts.

ELEVENTH DAY.

Are there corner drug stores where you came from? No. Well, you don't know how convenient they are! Here in Chicago we have several corner drug stores—sev-

eral hundred, I should say. It is a cold corner that hasn't got its drug store! Do they all sell drugs exclusively? Oh, dear no! They sell drugs least of all. The drug stores of Chicago haven't gone quite so far as the dry goods stores, but their range is long and their field is wide. As yet they have not begun to handle anvils or agricultural implements, but the tendency is in that direction. The modern Chicago drug store deals in cutlery, amateur painter's supplies; dispenses mineral waters, liquids of all shades and of every degree of specific gravity; handles face powders and postage stamps; receives orders for daily papers; communicates telephone messages; orders coal or calls a carriage; acts as an advertising agency; solicits book orders; keeps constantly on hand a large and varied assortment of society stationery; sells chewing gum; has a large cigar patronage; keeps a city directory; provides a waiting-room for people who have engagements with each other; carries on a traffic in bottled goods for family use, and sometimes fills prescriptions. And they do all these things well. There has lately been a cry raised against the druggists because it is claimed that prescriptions can not be correctly or safely compounded by a young man who is called away from his mortar every few minutes to change a dime, sell a stick of gum, or order a cab by telephone. Yet but few of us die annually from prescription clerks' mistakes. At least if many of us die from this cause, we don't know it. Of course, there are a number of sudden deaths here daily, and a disease frequently takes a strange turn, which even the physician can not account for, after the medicine he prescribes is administered; but it wouldn't be fair to say that the prescription clerk was responsible for these things until we had positive proof of it. This positive proof we may be able to obtain in the next world, perhaps. Certainly not in this. But we are now in one of the best known corner drug stores in Chicago. This is called

Buck & Raynor's Corner.—I wouldn't undertake to tell you how many hundreds of thousands of people have met here, or in front of this little drug store, by appointment. There are two such places in the city. The other is Dale & Sempill's, on the northeast corner of Clark and Madison sts. We will meet there later on. But I suppose that it wouldn't be out of the way to estimate that a thousand persons meet on this corner by previous engagement every day. They meet for all sorts of purposes. Ladies who are shopping and who lose each other in the crowds have a tacit agreement that they will meet here at a certain hour. Ladies meet their husbands here in order to get a supply of pin money. Ladies sometimes meet the husbands of other ladies here. Lovers meet sweethearts here. Men meet men here (but not often). It is a general rendezvous—a public trysting-place. From our corner we can see the establishment of

James Wilde, Jr., & Co. across the street, one of the finest clothing houses in the country. Mr. Frank Reed is the manager of this house, and he has built up an immense business, I am told. The magnificent building now occupied by Wilde is to be torn down shortly to make room for a sixteen-story sky scraper which Mr. Otto Young is to erect on the site. It seems too bad to demolish a building erected less than twenty years ago, and one of the finest in the city; but modern progress is inexorable and this is only one of many such instances. Elegant structures are either being torn down or remodeled completely throughout the entire business center. I understand that Wilde is going to move to the old Hyman corner, that is the northeast corner opposite. The ground upon which we stand at present is

School Property.—This block, bounded by Madison and Monroe, State and Dearborn sts., is one of the most valuable in the city. It belongs to the Public School fund. The ground is leased to the present occupants at a high rate, which is subject to an increase from time to time. On this block of school property stand McVicker's

LOOKING NORTH ON STATE STREET FROM FIELD'S.

Theatre, the Tribune building, the Journal building, the Stock Exchange building, and some of the most important of the dry goods houses fronting on State st. There isn't much danger that the school fund will suffer while it has this sort of income-producing property at its back. I am afraid I would only tire you by telling of all the places of interest on our trip. We are passing now, one after another, retail stores which differ very materially from those which have already been pointed out. On the south-east corner of State and Monroe sts. is the

Palmer House, one of the grandest buildings in the country. [See Palmer House.] This building occupies nearly half the frontage of the next block on the left. Opposite is the

Bee Hive, a popular dry goods establishment, and then, on the same side of the street, beginning at the alley, running to the corner of Adams st. and extending back to Dearborn st. an entire block, is

The Fair.—Here is an attraction for strangers, the like of which you will find nowhere else in this country. The only establishment I know of that bears any resemblance to it is the "Bon Marche" in Paris. [See Fair, The.] The work of demolition has begun here preparatory to the erection of the greatest commercial structure in the world. [See Fair Building.] It will require an hour or two of your time simply to walk through this establishment. You might spend a day in there with pleasure and profit. At any rate I am not likely to see you again to-day, so I will promise to meet you here in the morning. Yes; you can get any thing you want here, from a rubber doll to a lawn mower. Just step inside and see for yourself.

TWELFTH DAY.

You have seen the Fair. It is worth something to be able to tell that to your friends when you return. E. J. Lehman? Yes, overwork. A young man yet, but broken down in health. His success was marvelous. From the very humblest of beginnings he arose in a few years to a dizzy height in commercial prosperity. It was not success that turned his head. He was a practical and a plain man from beginning to end. There are still some prospects of his recovery. Everybody in Chicago would be glad to see him well again. Across the street is

The Leader, an establishment similar to the Fair and one that is rapidly becoming popular with the ladies. Although quite a new house it has already an immense patronage. The managers of the Leader are thoroughly wide-awake, and they are making friends by the hundred daily. You must go through this establishment. Here the crowds are as dense as you have found them elsewhere. No stronger proof of the fact that Chicago is a great city can be given than is made evident by these immense throngs of people. None but a great city could supply a demand sufficient to justify the existence of such establishments as The Fair, The Leader and

Siegel, Cooper & Co.'s—This is another and one of the largest of the general supply houses. Messrs. Siegel, Cooper & Co. started out here very moderately less than six years ago. I think they occupied but one store-room on the corner. Now they stretch away down the block, and I learn that they would like some more of the State st. fronts if they could only induce the present tenants to move. Another immense throng here. Everybody buying and selling. The salesmen and saleswomen can not begin to wait on the customers who are constantly flocking in, at least that is the way it appears to us; and yet, somehow or other, every body does get waited on finally. There is more business done here daily than in many a large and prosperous town. Here as in the "Fair" and in the "Leader" the prices of goods amaze you. How can they sell things so cheaply? Why do they give things away? To paraphrase Mr. Tennyson's couplet, "Ours not to reason why, ours but to go and buy." No, I won't hurry you. Take the elevator. All of these houses are growing. Everything in Chicago is growing except

perhaps the death rate. There is no standing still here. You must either move on or be pressed backward. Some of the best houses on the streets ten years ago have disappeared. They wanted to be conservatively respectable. They tried to be nice, after the old fashion. They wouldn't advertise or they wouldn't cut prices. Their age and high standing didn't save them. They have gone from our gaze. Nor can any of the great houses we have seen during the past three days afford to sit back on their dignity or compel the trade to come to them without the asking. They must bid and bid high for it. If they hesitate the man next door will forge ahead of them. There used to be such a thing as an "established" business. There isn't any longer. The public isn't sentimental nowadays. Old houses have no particular charm for the people unless they keep pace with the new houses. Even Marshall Field must meet the demand or the demand will leave him. He is too good a merchant not to see which way the wind is blowing, and, although basement bargain counters may be distasteful to him, nevertheless you can find the basement bargain counters at State and Washington streets, with the same class of goods on them exactly as you find on the cheap counters at State and Adams streets. We will take a look at the

Leiter Building, before going any farther. This is a great structure and a wonderful improvement to South State street. Just at present it is not completed, so that I am unable to say anything about the occupants. Marshall Field's former business partner, Mr. L. Z. Leiter, erected this magnificent block. Mr. Leiter is one of the wealthiest men in Chicago. He owns a great deal of the choicest down-town business property. We will turn back, passing the "Hub" and the "Bell," two well-advertised clothing houses, and drop over to Clark street. North of the Post Office Clark street is a very handsomely built and a very respectable thoroughfare. Near the corner of Adams street and for blocks up we find the city ticket offices of all the great railroad companies. Besides these we pass restaurants, clothing stores, jewelry stores, clothing houses, etc., all of a character which gives a Bowery-like air to the street. Near the corner of Madison and Clark streets is Kohl & Middleton's Museum, which you can enter for the small sum of ten cents, but don't go in now. Now we have reached the most important street intersection in the city,

Madison and Clark Streets.—Madison street is the principal east and west and Clark street is the principal north and south artery. It should not be inferred from this, however, that Clark street is more important than State to the south, for such is not the case. But it penetrates the North Division of the city, as Madison penetrates the West, and for this reason it is regarded as the great north and south thoroughfare. You might be highly entertained for a whole day on this corner just by noticing the people as they pass. It is estimated that 10,000 persons pass this corner every hour from 6 o'clock A. M. to 8 o'clock P. M. I believe it. It is not a stream but a flood of humanity that we see here. No wonder that these corners come high or that the merchants who occupy them are prosperous. They are considered the best corners in the city for business. The names of the stores around here are all familiar to the people. We will stand on Chambers' corner for awhile before separating, and meet here again in the morning, when we will be able to take a look at the corners and talk about them at our leisure.

THIRTEENTH DAY.

I did not think it advisable to point out to you as we walked up Clark street yesterday the entrances to the numerous gambling houses which line that thoroughfare. I don't think it any part of my duty, as a guide, to steer you against a brace game or a square game. If you are inclined in the direction of faro, roulette or poker, you do not need to be told where to find these games in full blast. I never knew an amateur

gambler in my life who couldn't scent the lair of the tiger and hear the rattle of the chips afar off. By some sort of intuition or natural attraction, unaccounted for in my philosophy, gamblers, professional and amateur, are certain to find a common meeting place. They will have no difficulty in finding all the amusement they want here, at any time of the day or night. Of course you understand, as I do, that gambling is suppressed in Chicago. The Mayor and Superindent of Police unite in the opinion that there is no gaming for money going on in this city, and that ought to settle it. Yet, we have been brushing up against well-dressed gamblers and would-be-sports for the past hour, and I have heard, in a semi-confidential way, that the professionals are reaping a richer harvest at present than ever before in the history of the city. There is something contradictory, not to say inconsistent, about all this, but I can not make it straight, nor can you either, no matter how hard you may try. I have spoken of the

"*Would-be-sports.*" These are altogether about as contemptible a class of young men as you will be unfortunate enough to come in contact with during your visit. They are found principally on the west side of Clark, between Adams and Washington streets. They dress nattily and spend their time in posing, generally near the entrances to the gambling houses. As a rule they are the sons of well-to-do parents. They do not find it necessary to work for a living. The one ambition of their useless lives is to be pointed out as gamblers. They are not gamblers however. They haven't got brains enough to be gamblers of the professional species. The men who follow gambling as a business haven't got time to pose. Usually they are not over-proud of their calling and have no desire to be pointed out as sports. They work hard for all they get, just like other people. If they make gains to-day they are likely to suffer losses to-morrow. They have their anxieties like the rest of us. Most of them have families. Many of them have nice wives and interesting children. Some of them live in highly respectable neighborhoods. They gamble only as a pure matter of business, and not because they are infatuated with the green cloth or the surroundings of the gaming table. You don't see these men posing in front of the saloons or gambling entrances, as I said before. They haven't got time. Neither do they flash Alaska sparklers, nor wear lavender pantaloons, nor light kid gloves, nor spend their time in "mashing" the foolish maidens, just past school age, whom you may see tripping by here in the hope of catching smiles from the would-be-sports. There are other young men along this street and around these corners who would also like to be known as gamblers. They are only thieves, however, and of the lowest order. They are cowardly thieves—fellows who rob drunken men, or who can be hired to commit anything in the nature of a small crime. Some of them are

"*Bunco Steerers,*" ruffians who worm themselves into the confidence of strangers, and induce them to visit disreputable gaming houses where they are certain to be robbed. They do this business for a commission. The "Confidence Man" proper I can not point out to you, for if he be

A Confidence Man, worthy of the name, there is nothing about his appearance or his manners to indicate that fact. But you may be certain that he is here, somewhere, and looking for a victim. He seldom makes a mistake. Before night some fool will cash the check he carries with him, or advance money on the warehouse receipts which he will produce at the proper moment. The most famous gambling house on the street for years was

"*The Store,*" kept by Michael C. McDonald, northwest corner of Clark and Monroe sts. McDonald coined money there. He is a millionaire now and one of the principal stockholders and managers of the Lake street elevated railroad. Besides, he is an influential politician and in his time has made and unmade a large number of local statesmen. We will see his residence on Ashland ave. later. The gambling houses now

in existence are scattered throughout this neighborhood. The most prominent of them is the place conducted by a person named Hankins near by. But we are going to talk of something else. On the southeast corner of Madison and Clark sts. is the great retail gentlemen's furnishing or outfitting establishment of

Willoughby Hill & Co.—This firm started in here about fifteen years ago. They opened up modestly and occupied only the corner store, if I remember rightly. Since then they have expanded yearly until they occupy almost one-quarter of the block. They were great advertisers formerly. Mr. Willoughby wrote the "ads" and they were always bright, snappy and readable. Lately they have rested upon their established reputation. Messrs. Willoughby and Hill are Bostonians. They have made many profitable outside investments, and to-day they are very wealthy men. Mr. Willoughby is the father of the "Cyclorama" business in this country, having founded the "Battle of Gettysburg" in this city and similar panoramic enterprises throughout the East and West. He is also the owner of rich marble quarries in Georgia. Mr. Hill is a brother of J. M. Hill, the well-known New York theatrical manager. One of the enterprises which this firm went into early in its history was the

Boston Oyster House, which occupies the basement under their outfitting establishment. This has been for years a popular and a prosperous restaurant. We will take lunch there to-day and you will see one of the brightest, cleanest and most perfectly conducted eating-houses in the country. Across the street is the celebrated

Chambers' Corner, called after one of the oldest and best established jewelry houses in the city. Mr. L. Z. Leiter owns this building, and the property upon which it stands is worth something like a hundred dollars a square inch. Running around this corner, with entrances both on Clark and Madison sts., is the great retail clothing house of

Browning, King & Co.—This firm has establishments in nearly all the large cities of the country. The parent house is here, however. Across the street, on the northwest corner, is

Atwood's Clothing House, another of the big concerns for which Chicago is celebrated. The rear portion of this establishment is what was formerly the "Toledo," a big beer and concert hall. On the northeast corner is

Dale & Sempill's, one of the popular meeting places of the city. "Dale's corner" is familiar to everybody in Chicago, and, like Buck & Raynor's, it is much frequented by people who have appointments with other people. Around this drug store, forming an angle, with entrances on Clark and Madison sts., is the

Putnam Clothing House.—This completes the quartette of immense outfitting establishments on these corners. They are all familiar to the public. They are, in fact institutions. They have been so thoroughly advertised and they occupy such conspicuous positions that it is difficult to consider them as private business concerns. All of them are prosperous. Walking up Clark st. we pass on the left a number of saloons which are noted principally as the r. sorts of politicians and political workers. Then we find ourselves in front of the cafe-restaurant of Messrs.

Lansing & McGarigle, which, for a great many more reasons than I have time to give you, is a very popular and conspicuous resort. The cafe is fitted up on a scale of magnificence which makes it a place worth visiting, if there were no other reasons for dropping in here. It is conducted after the manner of the great restaurants of Paris, London and New York. The *cuisine* is said to be of the highest order. This cafe is much frequented by people who enjoy the good things of this life. On the next corner above is the famous

Opera House Block.—This is one of the most imposing structures in the city, eleven stories in height, erected in 1885 on the site of the old Tivoli Gardens, once a popular

resort. On the street level are stores with lofty ceilings, and plate-glass fronts that are desirable for the display of goods. In the main lobby are six rapid elevators, that are constantly whizzing up and down in their iron cages on either side of the entrance. The walls are wainscoted with slate and marble in the most approved fashion, and offices are arranged either single or *en suite* to meet the demands of all professions. Situated in the center of this vast pile of masonry is the Opera House. The building is fire-proof throughout and is the property of the Peck estate. On the southeast corner is the

Methodist Church Block.—This is on the outside a business structure, given over to offices, stores, etc.; but in the body of the building is an auditorium, where the services of the Methodist Episcopal Church are held regularly. The property belongs to that denomination and is very valuable. On the northwest corner is the Court House, and on the northeast corner is the

Reaper Block, built by the late Cyrus H. McCormick, immediately after the great fire. It derives its name from the business in which Mr. McCormick was engaged, the manufacture of reapers. One of the handsomest of the old office structures of Chicago. Property of the McCormick estate. There are a number of elegant buildings facing the Court House as we move north, and in the center of the block is the Grand Opera House. [See Amusements.] On the northwest corner of Randolph and Clark sts. is the Sherman House [see Hotels], and on the northeast corner is the

Ashland Building, built after the great fire, by General Buckner, of Kentucky. This is one of the largest of the old-style office buildings, and was formerly considered one of the most magnificent structures in the city. To our right, on Randolph st., is Eppstean's new Dime Museum. Further north, on Clark st., we see little of extraordinary interest until we cross over the bridge to the North Side, a trip which we will postpone for the present.

FOURTEENTH DAY.

We will take a circuit around some of the down-town squares to-day, beginning where we left off yesterday, at the corner of Randolph and Clark sts. The Court House and City Hall are on our left as we move to the west. Passing the Sherman House we come to the

Fidelity Bank Building.—This structure is occupied by a private banking firm now. There are also safety vaults here. I remember the time when the scenes inside and outside of this building were as wild as any I have ever beheld in Chicago. This was during the savings bank panic in 1877. John C. Haines was the president of the Fidelity, and he paid out money as long as he could; but the line of frightened depositors lengthened out hour after hour and day after day, until finally he ran out of funds. In the meantime the States Saving Institution, around the corner to the left, and the "Bee" Hive, around the corner to the right, had closed their doors. There was "intense excitement," as the newspapers say, but even this blew over in time and the bank crash was soon forgotten. Next door to the Fidelity is the entrance to Hooley's Theater. [See Amusements.] A little further on and we come to the most dangerous street crossing in the city. This is where the North Side cable cars enter and leave the La Salle st. tunnel, where the West Side cable cars turn from La Salle st., and where two processions of horse cars are continuously moving east and west on Randolph st. Strange that so few accidents occur here. It is due to the fact that the danger is realized by pedestrians, that policemen are constantly on the alert, and that drivers and gripmen keep their wits about them while passing these corners. [See Hell Gate Crossing.] To our left as we walk toward the east is

Heath & Milligan's paint and oil establishment. Mr. Monroe Heath, the senior proprietor, was formerly mayor of Chicago, and he is the man who restored the finances

of the city, and established the credit of the municipality abroad after the dull period which followed the fire and the panic of 1873. Along here are a number of similar concerns and business houses not particularly worthy of our attention. On the northeast corner of Randolph and Fifth ave. is the Briggs House [see Hotels], and directly opposite is

Revell's.—This is a great furniture and office fixture concern, which has grown into prominence within a decade. Mr. Alexander Revell, a typical Chicago business man, is the proprietor. Going down Fifth ave. we pass the Times building, which is occupied by the *Times*, *Mail*, *Freie Presse*, and *Abendpost* newspapers, and by other concerns more or less intimately connected with the printing and publishing trade. On the opposite corner is the stately and beautiful

Staats Zeitung Building—Where the *Staats Zeitung* newspaper is published. [See Newspapers.] Walking east on Washington st., to our right we behold the new office building of

The Evening Post, a handsome structure, in which is published one of the best evening papers in the United States, and just two doors east of it is the elegant new

Herald Building, a decided improvement upon the surrounding architecture and one of the handsomest structures erected in Chicago during recent years. Returning to Fifth ave., just around the corner to our left is the building formerly occupied by the

Arbeiter Zeitung.—It was here that the conspiracy which culminated in the Haymarket massacre was hatched; here Spies was arrested, and here were discovered great quantities of bombs and infernal machines. [See Haymarket Massacre.] On the corner of the alley opposite is the *Globe* publication office, and on the other corner is the old *Herald* office. Across the street is

The Daily News Office, which extends over a large portion of the block. The present quarters are in a bad state of repair, but a sky-scraping structure to accommodate this newspaper is, I understand, to be erected around the corner on Madison street, fronting where Henrice's restaurant is now located. You will be permitted to visit the press rooms of the different newspaper offices at seasonable hours, and I can not suggest anything that will interest you more than the process of stereotyping and printing in one of these big publication offices. The newspaper neighborhood is undergoing disintegration at present. Most of the leading offices will shortly be located away from Fifth avenue, for many years the favorite stamping ground of the printer and reporter. We have now reached the intersection of Madison street and Fifth avenue, another crowded and dangerous crossing, and we will step into

Arend's and take a glass of his refreshing and incomparable Kumyss. A wonderful drink is Kumyss. Of all summer drinks, or winter drinks either, for that matter, it is the most refreshing and the most healthful. I am a sufferer from dyspepsia myself, and I know what I am talking about. When nothing else in the wide world will conduct itself properly in my stomach, I fly to Kumyss and find relief. Dr. Arend is a public benefactor, and I say this much about his Kumyss without hope of reward, excepting in the consciousness that I have given publicity to a great truth. Now tomorrow I will meet you at Arend's, and we will decide upon our future course. Yes, by all means, the Auditorium is just the place for you this evening.

FIFTEENTH DAY.

We will start from the corner of Madison and Clark sts. this morning and walk west. The corner itself—or, rather, the four corners—we have seen before. About the center of the block to our left is Burke's European Hotel and beneath it is the

Chicago Oyster House, a very large, a very beautiful and a very popular restaurant with business people. They feed about five thousand people here every day. Opposite is the Hotel Brevoort, recently enlarged [see Hotels], a central meeting place for wholesale men and country merchants. Next to it is the Tacoma, the first floors of which are occupied as stores; the inevitable drug store, and this time a very handsome and well-conducted drug store, being located on the corner.

Berry, The Candy Man, has one of his numerous branch shops here, I might as well tell you once for all that you will find Berry's candy shops everywhere throughout the city. The proprietor of these places has made a great deal of money by giving people taffy—at a reasonable price per pound, and a handsome new building on West Madison st. and Ashland ave. testifies to the fact. Across the street from the Hotel Brevoort is the entrance to

Farwell Hall—A celebrated assembly room, and the Young Men's Christian Association. Farwell Hall in its time has held many notable gatherings. It was here that P. P. Bliss, the composer of sacred music and sweet singer, delighted vast audiences day after day for months during the great Moody & Sankey revival period. Yes, he's dead. Went down with his wife and a score of others in the horrible Ashtabula railway accident. Here Moody and Sankey have held forth frequently, and here also Fran cis Murphy has preached gospel temperance to multitudes. Others equally well-known have been heard from the platform, among them no less a personage than George Francis Train. It was in Farwell Hall that the bolt occurred among republicans which resulted in the defeat of Grant and the nomination of Garfield in 1880. The Young Men's Christian Association uses this hall frequently for large gatherings, noon-day prayer meetings, etc. [See Christian Organizations.] Passing over La Salle st. we come upon the fronts of two blocks of buildings which will probably be transformed during the next three years. This part of Madison st. is not up with the times. Restaurants, billiard halls, saloons, second-hand book stores, news-stands, etc., monopolize it. Here

Charley Curry, a young man who for years served the down-town business people, with newspapers on Arend's corner, has established himself as a book and newsdealer, and is rapidly winning his way to fortune. He is a thoroughly self-made Chicago boy and deserves success. Across Fifth avenue we enter upon the outskirts of the

Wholesale District.—This district at present may be bounded as follows: By Fifth ave. on the east, the river on the west, Randolph st. on the north and Van Buren st. on the south. There are two wholesale districts, however, and they are so far apart that it will be many years before the entire jobbing business is centered in one locality. To find room for it it will be necessary to cross the river to the West Side. A movement in this direction has in fact already begun, but the large houses which have located on Canal, Clinton, West Washington and West Randolph sts. up to this time are mostly in the machinery and machinery supply trade. The great dry goods houses are now all located in what is known as the New Wholesale District, into which we are about to enter. The old wholesale district extends along Wabash ave., from Van Buren st. north to the river, and here there are jobbing houses in almost every line (except wholesale dry goods) from millinery to grocery goods. Moving west on Madison street we come to the wholesale house, on the right, northeast corner of Madison and Franklin sts., of

Carson, Pirie, Scott & Co.—This is one of the great jobbing houses of the city, and its growth within the past decade has been almost phenomenal. This is the parent house of Chas. Gossage & Co.'s; and Carson, Pirie & Co's retail establishments, which we have already seen, and in this vicinity, within sight of us, are located such firms as

the Doggett, Bassett & Hills Co.; Cook, Lyon & Seixas, Storm & Hill; Kind, Abt & Co.; M. D. Wells & Co.; Adams & Adams, and various other houses, all of which are well-known throughout the country. On the corner of Market street is the old wholesale warehouse of Marshall Field & Co., an immense building, packed from cellar to roof, at present, with the reserve stock of the firm. Opposite is the new Central Union Block, a decided improvement to Madison street, near the bridge. Down Market street we pass stately granite structures, all occupied by wholesale houses, the most prominent being the great Farwell building, which extends from Monroe to Adams street, and which is occupied by several hundred different firms, the wholesale house of the

J. V. Farwell Company taking up the major portion of the space, however. Walking east on Monroe, we pass the great houses of Sweet, Demster & Co.; L. Simon & Co.; Cohn, Wampold & Co.; Strauss, Goodman, Yondorf & Co., and others equally well known. On Franklin street we pass Cheney Bros.' silk establishment and arrive in front of the immense wholesale boot and shoe house of

Selz, Schwab & Co., 192, one of the largest, if not the very largest, concerns of the kind in the world. Next we see the headquarters of

The Chicago Corset Company, a house that within a few years has established itself securely in the trade. I have heard from persons who ought to know, that the goods turned out by the Chicago Corset Company are superior to any that are imported. Here we pass, in rapid succession, Field, Benedict & Co.; Coon & Co., and many other houses of established reputation. Walking over to Fifth ave., where, at 183, 185 and 187, we see the great sewing silk establishment of Belding Bros. & Co., and pass the stately building occupied by Phelps, Dodge & Palmer. Along this street there are some very important houses, and before going very far our attention is attracted to the magnificent new wholesale house of Marshall Field & Co. [See Marshall Field & Co.] Walking west on Adams street we pass the beautiful general office of the Chicago, Burlington & Quincy Railroad Company. We must enter these great buildings as we come to them, of course. A whole day might be given to Marshall Field's, and we would have to spend a week in this district, if we were to do full justice to the trip. I have hurried you around it, pointing out only the most prominent houses. I now leave you to take them in at your leisure. No, as a rule, there will be no objection to your walking through the establishments. You will be met with courteous treatment everywhere. Just say that you are a stranger and that will pass you. Take your time, and to-morrow morning we will visit another portion of the business center equally as interesting.

SIXTEENTH DAY.

Dickens tells us in one of his novels of a London thoroughfare which, at the time of his story, was passing through that unhappy stage of transition when people had begun to abandon it as a residence street, but as yet other people had not looked upon it as a desirable avenue for trade. For nearly twenty years Wabash avenue has been going down hill as a residence street. There has never been any doubt but that some day it would become one of the greatest commercial avenues of the city; yet up to five years ago the process of transformation south of Van Buren street was exceedingly slow. For many years the ground laid bare by the great fire of July, 1873, was permitted to lie vacant, the owners being uncertain as to the future. There was no demand for handsome residences north of Twenty-second street, and rentals sufficient to justify the erection of large business blocks could not be obtained. The ground was too valuable for small buildings so that the street remained at a stand-still. The Auditorium enterprise, however, attracted attention to south Wabash avenue, and

during the past years real estate transactions on that thoroughfare have been very active. If half of the enterprises projected are carried out it will be one of our most magnificent streets before 1893. North of Congress street it is at present a most beautiful thoroughfare. Magnificent buildings line the avenue on either side as far as the eye can reach. Some of the most beautiful commercial structures in the city are to be seen along here. To the south and north of the Auditorium building we pass through the

Carriage District.—It is wonderful how the different departments of trade finally become consolidated. Here we find one carriage repository after another, the most noticeable of them being C.P.Kimball & Co.'s and H.J.Edward & Sons'. Here also we find the Pope Manufacturing Co., the great producers of standard bicycles; here also is the Springfield Bicycle Co., the Standard Sewing Machine Co., the Warwick Cycle Co., and a number of sewing machine and bicycle establishments, all within the space of a block. The beautiful salesrooms of the J. L. Mott Iron Works are on our left, the New Haven Clock Co., a little farther north; the William Rogers Manufacturing Co., the name of which is celebrated in connection with plated ware, is also on the same side. Now we pass the great window glass warerooms of George F.Kimball, the Michigan Buggy Co., and more carriage, sewing machine, bicycle and wagon warerooms. In fact, it is nearly all carriages along here until we reach Hubbard court and the

Cyclorama Buildings on the South. While you are down here you might as well spend an hour looking at the wonderful picture, "The Battle of Gettysburg." Other cities have "Battle of Gettysburg Cycloramas," but they are copies. This is the original. On the opposite corner is the new and magnificant "Niagara" Cyclorama, which is attracting great crowds. Down the avenue farther on our left is the "Libby Prison Museum." [See Illustration and Amusements.] We will now retrace our steps, dropping into a few of the great carriage warerooms on the way back, and walk up the avenue from Congress st. We at once find ourselves in a district monopolized by manufacturers and dealers in office furniture and fixtures, and from this we pass into another district given over to pictures and picture frames. Then we step right in to the

Varnish District, where a score of firms are engaged in the varnish, paint and oil traffic. Another distinctive district merges into this. It is occupied by dealers in marble and wooden mantels, picture mouldings, etc., and here, between 241 and 263, we find ourselves in a hive of subscription book publishers. But don't be frightened The safest place on the battle-field is under the ammunition wagon. We must hurry along here. The show windows are seductive and were meant to detain us. Let us drop into the different store rooms and see the displays of books, paintings, engravings, ornamental marble work, fine furniture, etc., etc., which are temptingly arranged all along here. At No. 241 we come to the Weber Music Hall and close by is the magnificent new

Kimball Hall, one of the finest structures on the avenue. [See W. W. Kimball Company, under heading, Great Industries.] The Weber and the Kimball Hall buildings are occupied by music teachers, principally, and by persons connected with the music trade. Passing up the avenue we stand here and there admiringly in front of the picture store and furniture store windows, of which there are many, and we find the day wearing rapidly away as we pass from Wirts & Scholle's into O'Brien's art gallery, where I will leave you for the remainder of the afternoon, knowing very well that you will not care to come out of there until you have exhausted the patience of the attendants.

SEVENTEENTH DAY.

As you left O'Brien's yesterday evening the employes of James H. Walker & Co.'s and Carson, Pirie & Co.'s immense retail establishments on the southwest and northeast

corners of Wabash ave. and Adams st., respectively, were just quitting work for the day. This morning we find both of those bright and beautiful stores thronged with customers. Although State st. has monopolized the retail dry goods trade for many years, James H. Walker & Co. and Carson, Pirie & Co. have so established themselves down here now that customers leave the big thoroughfare to the west naturally and no longer feel that they are going out of their way when they step over to Wabash ave. Before we leave this corner I want to call your attention to the establishment of the Root & Sons' Music Company. This house was founded by the popular composer, George F. Root, whose songs you have either sung yourself or listened to in the good old days. It is one of the largest music houses in the country. At No. 204 we find

Brentano's, the Chicago branch of one of the leading book and periodical houses of the world. Brentano's establishments may be found in London, Paris and New York. Here you will find anything that is standard in foreign and domestic literature, guide books, periodicals, newspapers, etc. The next block is given over to picture stores, photographers, publishers, fancy goods dealers, cloak and suit establishments, etc., and the windows are all attractive. The great millinery house of

Keith & Company is at our right as we pass up, and it seems to be the gathering place just at present of all the milliners in the country. They are here making their full purchases. One after another now we pass, smaller but no less attractive millinery stores, that branch of trade having found a center in this vicinity. Yes, they are all wholesale houses exclusively. S. A. Maxwell's well-known house is passed, and in the vicinity are a number of publishers and fancy goods store. The monotony is broken by the great family grocery house of

Charles H. Slack.—This is a concern of genuine Chicago proportions. It is one of the largest, handsomest and most complete retail grocery houses on the continent. The show windows are themselves a treat. Now we pass the headquarters of the American Baptist Publication Society, and the American Tract Society, and we find ourselves entering the great publishing and book house of

A. C. McClurg & Co., which has grown up with Chicago and occupies a position second to few of the great publishing concerns of the world. Here you will find several floors of wide area given over to the display of books and high-class engravings. A. C. McClurg & Co. publish extensively themselves and are prepared to furnish anything from a single volume to an outfit for a public library. This is a great resort for people of literary taste, and I am proud to say that Chicago people of literary taste are very numerous. There are a large number of interesting houses along here, for instance Spoor Mackey's big wall paper house, Belford, Clark & Co.'s publishing house, the International Library Company, and more especially the

Tobey Furniture Company, which is one of the most conspicuous concerns on the avenue, partly because it is one of the largest, partly because of its beautiful front and partly because of its elegant window display. This building was occupied for a long time as the branch house of A. T. Stewart & Co. That firm came out West with the idea that it would close up a number of the great Chicago houses which were cutting off its business behind the ears. Finding that it couldn't close up the Chicago houses it did the next best thing and closed up itself. Afterward the great store rooms were occupied as a wholesale hardware concern, now out of existence, but it remained for the Tobey Company to give the corner life and animation, and it is now one of the establishments which is making Wabash avenue a popular street. Across the street is an establishment well known throughout this country, and in Europe where its buyers are often met with. This is the house of

D. B. Fisk & Co.—Magnificent both as to exterior and to interior. It is a wholesale

millinery house of the highest order, and goods are shipped from here, north, south, east and west in quantities which I wouldn't dare to estimate. But wherever you go you hear of D. B. Fisk's millinery, and wherever D. B. Fisk's millinery goes the loving husband and the indulgent father pays the freight. On the corner diagonally opposite is a house you can not pass, I am certain. No, you must go inside. I knew it. This is the great China, glass, porcelain, Dresdenware, etc., etc., establishment of

French, Potter & Wilson.—The window display is magnificent, but it is only a hint of the beautiful and the pretty and the costly things to be seen inside. Nearly everything here is imported. There are some beautiful lamps, some charming vases, some elegant dinner and tea sets; but we must move on for the present. You can come back and take your own time later in the day. Here we are at the entrance to the famous business college of

Bryant & Stratton.—This institution has turned out more thoroughly equipped young business men than any other in the country. Many of the most successful merchants in Chicago to-day have received their training here. It will be worth your while to go up and take a stroll through the college. [See Private Education.] We are now on the outskirts of the wholesale grocery district, and we begin to see evidences of it in the number of cigar signs, gunpowder signs, etc. I don't know why gunpowder and wholesale groceries should always flock together, but they do. There are some stove establishments and wholesale drug houses and chemist supply houses here, but we are in the midst of the wholesale tobacco and cigar men, generally speaking, and these go hand-in-hand with the men who handle teas, coffees, sugar and molasses. Here is the Frazer Lubricator Company, of which Mr. George B. Swift, formerly commissioner of public works, is president, and a perfect row of tea houses. In

Doggett's Building, at No. 34, there are about a hundred commission firms doing business in every branch of trade related nearly or remotely to the grocery business —from minced meats to tallow candles,—and on the corner opposite is the well-known name of

Franklin MacVeagh & Co.—Mr. MacVeagh is not only a distinguished merchant but a distinguished citizen, and is a brother of Hon. Wayne MacVeagh, who served in Cleveland's cabinet. Franklin MacVeagh & Co. are wholesale grocers and very prominent ones. I will only take you a little farther down this way, because the streets are beginning to fill with wagons, and it is difficult for the ladies to climb over the sugar barrels and salt fish casks which line the sidewalks. If we will follow this street, it will take us around to the site of old Fort Dearborn [see Fort Dearborn]; to Kirk's great soap factories, where 70,000,000 pounds of soap are manufactured annually; to the Brunswick-Balke billiard manufactory and out onto the north pier. All we have to do is to keep turning to the right when we get past the Rush st. bridge, one of the longest swing bridges in the world. But you will find everything in a state of blockade down there, and, interesting though it may be, I would advise that the trip be made early in the day, before business has fairly set in. As to the north pier, you will learn how to reach that interesting spot by referring to the index of this book. I have now given the business district as much time as we can spare. To-morrow I will take you down to the residence district of the South Side.

EIGHTEENTH DAY.

Yes, naturally, we begin with Prairie avenue. Why not? It is the avenue of avenues in Chicago. There are people and very nice people, and very wealthy people, and I might add very exclusive people, living on other avenues, but on no avenue in the city are there to be found the homes of as many people whose names are so closely allied to the enterprise, the progress and the culture of Chicago. We will take a plain,

ordinary every-day street car to Sixteenth street, and walk east, toward the lake. Then we will walk south and I will point out the residences to you as best I can, and tell you who occupies them. In the first place you are disappointed with Prairie avenue as you see it, looking south from Sixteenth street. It isn't lined with palaces; no. The homes of the millionaires of Chicago are not palaces. There are much handsomer residences than a majority of these to be found on other streets and avenues. Many of the mansions are comparatively old. Some of them have a weather-worn appearance. You see it is this way—the people who occupy these houses have long since passed that stage of human weakness which demands display. They could have onyx columns, and burnished cupilos, and stained glass bay windows, and polished marble sidewalks, and little bronze cupids, and all these things if they wanted them, but they don't. They don't need them. The people along here are not of the Veneering variety. They are solidly wealthy. They can afford to let those of us who are struggling to command attention fire off the pyrotechnics. What they want is simply comfort, and this with as little ostentation as possible. Of course I am speaking generally, and of the people who belong to this avenue. There are some here who belong to other localities, but not many. Don't make the mistake either that these mansions are not elegantly furnished, or that any of the little things that contribute toward making a home the center of culture and refinement are wanting here. The walls of many of these mansions are hung with the works of the greatest masters of all times; the libraries are not merely so in name but in fact, and from threshold to garret, if you should be invited to make an investigation, you would find that elegant taste and good judgment have been brought into requisition in regard to every article and every adornment that your eyes may rest on. With this little speech we will take up our line of march. The Sweenie residence is on our left as we move south, and we pass the homes of Josiah H. Boyer, Joseph L. McBirney, Walter H. Wilson and John H. Hamline, on the same side of the avenue. On the other side are the handsome residences of John G. Shortall, Henry L. Frank, and of P. E. Studebaker, the wagon and carriage manufacturer. Next door to him lives William R. Sterling. A little further down is Mr. Granger Farwell's place, and opposite is the home of the great coal merchant, Robert A. Law. South of Mr. Farwell's are the homes of Hugh J. McBirney, Isaac M. Linville and the

Hon. Jesse Spalding, the wealthy lumber merchant, Pacific railroad director and prominent politician. South of Mr. Spalding's we pass on the same side the home of William G. Hibbard, and on the other side the residences of Abraham Longini, Morris Einstein, Peter Brust, Rev. George C. Lorimer, Hulburd Dunlevy and Robert Gregory. At No. 1721 we pass the house of the late brilliant and popular lawyer, Wirt Dexter whose widow occupies the home now, and at 1729 we stand in front of the beautiful residence of

George M. Pullman.—This is a noble mansion, but far from being the home which you supposed Mr. Pullman lived in. We have passed on the other side of the street the residences of T. W. Harvey, of Albert Sturges and of Mr. James H. Walker. We are now in front of an odd-looking, but elegant residence, occupied by Mr. John J. Glessner, and the next is the residence of O. R. Keith. At 1816 we find the home of C. M. Henderson, the wholesale boot and shoe merchant; at 1828 that of Daniel B. Shipman, and at 1834 that of Fernando Jones. On the other side of the street is the home, of Mrs Miner T. Ames, at 1827 that of J. W. Doane; at 1901 Norman B. Ream resides, next door to him lives

Mr. Marshall Field, in an elegant but unostentatious mansion. At 1919 is the residence of Charles Schwartz, the well-known Board of Trade man; and further north, at 201', is the residence of George L. Dunlap. Mrs. H. O. Stone, a leader in society,

THE POLICE MONUMENT.

resides at 2035; Mr. Elbridge Keith lives at No. 1900, and the home of Edson Keith is at 1906. Mr. Samuel Allerton's number is 1936; John M. Clark's is 2000. Going over to the other side we come to No. 2117, which is occupied by

Mr. P. D. Armour. Like the homes of the neighboring millionaires, there is nothing about Mr. Armour's residence suggestive of the great wealth of its owner. It is a handsome dwelling as to exterior; as to interior, it is fitted up with a regard to comfort principally, but at the same time an air of genteel refinement and elegant luxury pervades every part of it. From this point south we pass, on either side of the avenue, the homes of many of the leading people of Chicago. As a rule the dwellings are modest. The new fads in architecture, or what Joe Gargery might have called architectitooralooralism, have not found their way into favor along here to any great extent as yet. The street is as quiet as a country lane. Even the banana man's voice is hushed. No noise breaks the dignified stillness of Prairie ave., save the occasional whirr of an Illinois Central suburban train as it flies by the back yards of the buildings on the east side. Although close to the business center, the numerous annoyances of city life are practically left behind by the busy men who make their homes here when they enter its secluded and sedate precincts.

NINETEENTH DAY,

You will hear a certain class of people talking of the district in which we find ourselves to-day as the "aristocratic" quarter of the city. You will not hear any well-bred, well-educated or cultivated person make use of this expression. It is a decidedly vulgar method of conveying the idea that this section of the city is inhabited very generally by people of means. There is no such thing as an aristocracy in Chicago. There never has been an attempt made to create anything of the kind here. Our wealthy men are men who have worked their own way upward, they are men of the people, and I believe those of them who are ashamed of their humble origin are very few indeed. Mr. Field would be a gentleman if he didn't have a dollar, for he is naturally a gentleman. His wealth through all the years that he has lived in Chicago has not changed him in the least. The same is true of Mr. Armour—least aristocratic or autocratic of men—who is not above the humblest of his employes in his own estimation, and who would rather clothe and feed a needy child than dress for a banquet himself. Mr. Pullman is simply a workingman—a hard workingman—who seldom gets a vacation, and finds his greatest enjoyment in pursuits which are honorable but certainly not aristocratic. These are conspicious representatives of the successful mercantile class in this city, and as such are referred to in this connection. The whole tenor of their lives, viewed from any point, or in any light, proves them to be above a vulgar desire to be thought better than their fellows, simply because they have been more successful. The respect which is due to marked ability in any line of life, to genius, to indomitable perseverance, to spotless integrity, or to a high position well and honorably earned, belongs to these and to hundreds of other men who have attained prominence here. If they are regarded with very general esteem by the community at large, it is not because they have accumulated wealth simply, but because they have earned it well and honorably, exactly as men earn fame or position in other avenues of life. There is no mere truckling to or fawning before wealth here. A number of men in Chicago have great wealth who can command no respect. A very large number of men in Chicago have the respect of their neighbors and of the whole community who can command no wealth. With such an independent discriminative and democratic sentiment in existence here, an aristocracy would not be tolerated, even if there were among our wealthy men any so foolish as to favor its establishment. I say these things to you because some of the members of our party came from a country

which not only tolerates but enjoys an aristocracy. We ought to understand each other before going any farther. There is no aristocracy here, then. We all stand an equal chance, if we behave ourselves. Now this is

Calumet Avenue—One of the finest residence streets on the South Side, second only to Prairie avenue and by some considered the handsomer avenue of the two. It is inhabited by a class of people such as we found yesterday on Prarie avenue, but perhaps not so many wealthy men are grouped together over here. Among the first residences we come to are those of Mr. John Buckingham, Mr. Norman Williams, Mr. C. H. Fargo, Judge Caton, and, a little farther down, Mr. J. C. Chumesero—all well known and prominent citizens. On the opposite side of the street we find the homes of Henry W. Hoyt, John A. Hamlin, John Alling and John R. Walsh, equally well-known and prominent people. These are all handsome residences, and are furnished in the highest taste. Going down the avenue we pass the homes of Lazarus Silverman, the banker; Otto Young, the well known merchant and manager of "The Fair;" John B. Drake, principal proprietor of the Grand Pacific Hotel; Robert M. Fair, of Marshall Field & Co.; Judge Kirk Hawes, John P. Laflin, J. H. McAvoy, the big brewer; John B. Mayo, the jeweler; and the homes of a number of other persons well-known in society and business circles. Calumet avenue has a distinguished air about it. The houses are all fresh-looking and the lawns are bright and attractive. We will walk down a few blocks to

College Place—Which is a decidedly respectable-looking little by-street. Here ome very prominent families reside, but we will only linger a moment to admire their homes before paying a similairly brief visit to

University Place—Another rather exclusive neighborhood, where the residents know all about each other and where a stranger would be likely to suffer criticism if he should dare to take up his abode without having been previously presented to the head of the Burgeoise circle. From University Place we naturally turn south on

Vincennes Avenue—Which is hardly quite as fashionable as some of its neighbors just yet, because it hasn't been so well built up. If you walk down Vincennes ave. to Forty-third st. you will come upon the Storey mansion, which faces that street with its rear resting on Grand boulevard. It looms up like a flour mill from where we stand now, and as a matter of fact it is more like a flour-mill in design and construction than any thing I know of. Yes, it will be sold one of these days and torn down. It was a mad freak. While we are in this vicinity, if you are not too tired, we will walk over to

Grand Boulevard.—This is one of the fashionable drives of the South Side, and I have already referred to it under the heading "Park System." Turn the pages over. However, I have said nothing about the people who reside on it. Commencing at the southern extremity, where it joins Washington Park, we will walk up. Among the handsome residences we pass to the right and left are those of Judge H. M. Shepard, Mr. Charles H. Aldrich, Brice Worley, John W. Conley, Mark Webster, William W. Peck, H. E. Henderson, Patrick McManus, S. J. Gorman, Norman T. Gazette, J. H. Campbell, S. P. Parmly, E. Frankenthal, J. McMahon, Judge Gwyne Garnett, John F. Finerty, George E. Cole, and, as the political calls say, "many others." I have not asked you to go through the south parks with me because you have all the information I can give you regarding those beautiful places in your possession already. I will let you take the parks in yourself later in the evening, and we will wind up our day's trip now by walking west on Thirty-ninth street, and north on Michigan boulevard. All of the streets running north and south and east and west in this neighborhood are interesting to the visitor, for they are beautifully built up and inhabited by people of

means and culture. We can only notice them casually as we pass, however. From Thirty-ninth street, north to Twenty-second street, the east and west streets, with one or two exceptions, are considered desirable residence avenues. Especially is this the case with Thirty-third, Thirty-seventh and Thirty-ninth streets. The latter is a boulevard connecting Grand and Michigan boulevards. [See Park System and Map.] Passing west on Thirty-ninth street, we admire the cheerful aspect of the houses and find ourselves on

Michigan Boulevard.—It is still called Michigan avenue here, the park commissioners to the contrary, notwithstanding; and you will find it referred to elsewhere in this volume under that title. Michigan avenue is the popular name, and it is likely to cling for many years to come. But the street is a boulevard and under the control of the park commissioners. I don't care what people may say about other streets and avenues—about Prairie, Calumet, Lake, Ellis, Grand, the Lake Shore Drive or Ashland—Michigan is the finest of them all. What a magnificent stretch of perfect roadway lies before us! How stately and how elegant the graceful residences of the boulevard, with their handsome lawns and their wide-spreading shade trees, rising on either side until the street narrows to a beautiful country lane, in our vision, a mile to the north! The roadway is as level as the top of a billiard table; and the clickity-click of the horses' feet over the well-kept pavement is music to our ears, and carries us back to the courier's ride in "Held by the Enemy." We are passing some of the finest mansions in the city now—mansions of the new and golden epoch in Chicago's history. I can not point out all of them, but I will show you the homes of people who are well known here. At No. 4225 we find the home of Donald Fraser; a few doors north, on the same side, No. 3943, the residence of D. R. Lewis; at 3819, that of Rev. G. D. Knapp; and then, as we walk along, we pass in succession the homes of H. L. Bristol, Charles M. Hudders, Joseph Donnersberger, Enoch Root, C. W. Needham, George B. Wright, C. W. Allen, Charles E. Maxwell, A. A. Libby, S. F. Leopold, H. E. Greenebaum, A. D'Ancona, C. A. Kerfoot, A. J. Hewling, Louis Wampold, Eugene O'Rielly; at 3201, the residence of

Charles T. Yerkes, president of the North and South Side cable companies, where one of the finest private picture galleries in the country is being fitted up. [See "Art."] Near here are the homes of William H. Cowles, Simon Mandel, C. W. Pardridge, A. O. Slaughter, and the beautiful mansion of

Michael Cudahy, the former business partner of P. D. Armour. Next door to the latter resides Judge Mackin, and next door to him lives Mr. John M. Dandy, editor of the *Saturday Evening Herald.* At 2960 we find the beautiful residence of Emanuel Mandel, of Mandel Bros., and at 2944 the home of Sidney A. Kent. Along here are the homes of the Corneaus, O'Malleys, Hills, Gillettes and Heyworths, and at 2838 is the palatial but extraordinary looking residence of

Henry N. Higinbotham, Marshall Field's principal business partner. This is a queer looking house, but it is one of the most costly mansions in the country. At 2616 is the home of C. W. Brega, and on the same side of the street farther up are the residences of the Schoenmanns and Cohens, leading Hebrew families. Near here we pass the homes of P. D. Armour, Jr., and of L. Schlessinger. Then we are in the neighborhood of the residences of H. H. Honore, Jr., Edwin Walker, S. K. Martin, Mr. J. A. Rothschild and David K. Hill, of Willoughby, Hill & Co. At 2505 we pass the home of J. F. Keeney, and farther along those of Mrs. Harold S. Peck, J. B. Clarke, L. A. Calkins and other well-known people. At 2343 resides David Mayer, of Schlessinger & Mayer, and some distance up the street Charles Fargo. Wallace Peck lives at 2254, and Mrs. P. F.W. Peck at 2256, where Mr. Clarence J. Peck and wife also make their home. At 2108

J. Russell Jones, formerly a foreign minister of the United States government, and latterly principal owner of the West Division street railroad, resides. At 2014 Henry Keep is at home, and a few doors above resides Albert Keep, whose name must be familiar to you. Other prominent residents along here are J. H. McVicker (1842), Ferd W. Peck (1826), Charles D. Seeberger (1827), William H. Cowles (1805), N. K. Fairbank (801), W. W. Kimball (1641), S. C. Griggs (1637), Addison Ballard (1514), M. A. Farwell, (1343), P. J. Sexton (1340), S. D. Kimbark (331), E. J. Lehman (309), and C. L. Willoughby (291). We are now at the end of our journey for the day. The Lake Front park is before you. They are trying to do something to make it attractive for the World's Fair, but it is hard to accomplish anything when adverse circumstances appear to pop up at every step. You will find sail boats on the lake shore. Take one at your own risk. Yes, they are tolerably safe.

TWENTIETH DAY.

It will be out of the question for us to see the entire southern residence section of this city within the time at our disposal. You should give the greater part of this day to Washington Park, Drexel Boulevard and Jackson Park. [See Park System.] All the information you require concerning these beautiful places is given in this volume. At Jackson Park, however, you will be interested in the preparations being pushed forward for the World's Columbian Exposition. [See Part IV.] They are on an extensive scale. Coming away from Jacks on Park you should walk or ride through Hyde Park, Madison Park, Kenwood, and the other charming districts in the neighborhood. Some of the finest avenues in the world are to be seen down this way, and along these you will find elegant mansions with spacious grounds and beautiful surroundings. Passing toward the west through Midway Plaisance toward Ellis ave., you will see the site of the new University of Chicago, where work is in progress on the new buildings. On Ellis avenue itself, there is a long stretch of beautiful residences. You will find many costly mansions also on Woodlawn, Greenwood, and in fact, on all the avenues running north and south, down here. It would require a week to point them all out to you. Going over to Drexel boulevard, however, there are a few which I will call your attention to. The elegant mansion No. 4851, is the property of Martin A. Ryerson; at 4651 resides Warren F. Leland; at 4545, W. E. Hall; at 4329, S. M. Gartside; at 4105, W. H. Murdock; at 4045, Julius Bauer; at 4011, Robert McIntyre; at 3985, E. B. Sherman. On the other side of the boulevard handsome residences are occupied by Anderson Fowler, James W. Oakley, H. P. Darlington, R. Guthman, George Suffern, R. C. Samuel, W. M. Livingston, M. F. Coe, William A. Ballard, Horace W. Soper, W. C. Brewster, J. G. Pattison, Robert C. Boyd, and others. I will leave you to wander along this beautiful boulevard at your leisure, and meet you at the cottage where the park phætons are in waiting to take you over the entire South Park system. Or, if you prefer it, we will take the cable line up Cottage Grove ave. A few years ago this was rather a poor thoroughfare, architecturally and otherwise, but it is built up substantially and beautifully now, from 39th to 22d st. South of 39th st. it is undergoing a transformation also. There was much speculation in real estate here during the past year, when it was supposed that the exposition would be located at Washington Park. Although the purchasers may have been disappointed in this, the avenue is still the most direct business street leading to Midway Plaisance, and doubtless there will be great activity along it during the Columbian Exposition. We pass many beautiful spots on our way north. Among them

Groveland Square, which is hemmed in with handsome residences. Cottage Grove avenue crosses all the fashionable streets on the South Side, east of Michigan avenue, and you notice that we have just had a glimpse of Calumet and Prairie avenues. The

cable cars down this way travel like the mischief, but they slow up at 22nd st. Now suppose we take a transfer at 35th street, and go over to the

Union Stock Yards. All right. We will be in the midst of the greatest meat packing district in the world, in a few minutes, and after showing you inside the gate, I will ask you to turn to the heading "Great Industries of Chicago," and thumb the pages until you come to Union Stock Yards. There you will find all the information you could possibly require concering the yards themselves, the business done and the method of doing it. It is not necessary for me to add anything here. We will meet down here in the morning.

TWENTY-FIRST DAY.

I wanted to meet you near the Stock Yards this morning in order that we might enter the West Division by way of South Halsted street. This is one of the most remarkable thoroughfares in the city of Chicago. You are surprised and quite naturally so, to find so many fine business houses down this way, and to find so many busy people other than those who have a connection with the cattle trade.

South Halsted Street is the commercial artery of the Stock Yards and Bridgeport districts. Where you see the forest of chimneys and the clouds of smoke over there is Bridgeport, and here are located rendering works, glue factories, fertilizer mills, etc., which produce by their combined effort every day an odor strong enough to lift your hat. We happen to be on the right side of that odor to-day. West-siders will tell you that when the wind blows from the south they can smell everything from the vale of Cashmere to the cholera district of Asia Minor. But with all its faults and smells Bridgeport has its virtues. Thousands of laborers are employed and well paid here, and it is to the industries which produce the smells that South Halsted street, Archer avenue and Blue Island avenue, and the streets tributary owe their prosper ity. Mr Armour's works over there made 6,250,000 pounds of glue in 1890, besides producing 9,000 tons of fertilizers, grease, etc. They cover fifteen acres and employ 550 men. This is only one of many such concerns. Walking up South Halsted street we soon find ourselves on the West Side, and here we begin to notice that the stores are more numerous, and that they are apparently doing a thriving business. There are a few very large concerns down here in the retail trade. We cross the great western railroad entrance to the city at Sixteenth street, over a viaduct made famous by the riot of 1877. It was here that Deputy Superintendent of Police Joseph Dixon, rode a milk white charger at the head of a battalion of raw recruits, most of whom were mounted upon street car horses, and found himself in the clutches of the mob before he realized that he was a commander without a command. When he gave the order to advance, the raw recruits retreated. Here, too, one company of the First Regiment, during those trying days, did its utmost towards annihilating another company, mistaking it for the enemy. The only thing that prevented a terrible slaughter was the fact that most of those who did the firing shot into eternal space with their eyes shut. Under this viaduct numerous passenger trains were stoned, and several persons were injured. The

Riot of 1877 extended all along South Halsted street, from this point south to the Stock Yards and north to Twelfth street, and for a day or two it seemed as though the city was doomed. When it was all over, however, only a few persons were found to have been hurt. It was here that "the pale air was streaked with blood," according to the late Stanley Huntly, then a reporter on the *Tribune*, and here too that the "molten masses of humanity surged and foamed and raged" for twenty-four hours, while "brick-bats flew, strong men turned pale and women fainted." Those were great days for the police and the imaginative reporters. We arrive at

Twelfth Street, the heart of what was in old times the "Terror District" of the city. Here a murder used to be a thing of common occurrence, and the policemen detailed for duty on West Twelfth street at night had reason to feel, and did feel, like one upon whom the sentence of death had been pronounced. This was where the thug flourished, and where bloody fights were the usual Sunday afternoon pastimes of a large portion of the population. But things are quiet, orderly, and respectable along here now. To our left is the Jesuit Church, and adjoining it is St. Ignatius College. Fine buildings are to be seen on every corner, and a great retail business is done at this intersection. Farther up we come to

Blue Island Avenue, which, far to the southwest, terminates in the notorious Black Road and leads to the McCormick Reaper Works. Blue Island ave. is another great thoroughfare. Like Twelfth and South Halsted sts., it is the great shopping avenue of the working people who populate this section. The stores are nearly all small, but there are so many of them that we wonder how they all command custom. North of Blue Island avenue we pass some handsome business blocks. The Standard Theatre is at our left, and farther up, near Madison st., we come to the beautiful Academy of Music. If we follow Halsted st. it will carry us over viaducts and bridges into Lake View on the north; past great foundries, manufactories and rolling mills, but the walk is too long. Take a Hansom cab, or take a street car at Madison st., and make the trip. You will enjoy it. You will pass, among other things, St. Joseph's Hospital and the McCormick Seminary. By changing cars at Garfield ave. you can go over to Lincoln Park. One more change will bring you down Clark or Wells st., and having made the circuit you will find yourself in the heart of the city at a seasonable hour this evening. To-night you might visit the Haymarket, or the Academy, on this side of the river. I will meet you at the Madison st. bridge to-morrow morning.

TWENTY-SECOND DAY.

We will start westward from the Madison st. bridge this morning. There is no bridge here at present, however, but a large and elegant one is in course of construction. The bridge, which has done service here for over a quarter of a century, was recently moved down the river to Washington st., where it connects two new viaducts and makes Washington st., east and west, a thoroughfare. The tunnel through which the cable cars pass runs beneath the river here. The new Madison street bridge will be one of the finest swing bridges erected in this city. For years the old bridge was inadequate, but the moving of it was postponed from time to time because of a dread that any change would upset the business of the West and South Sides, discommode the public, and cause blockades over the other swing bridges near by. Within the past five years, however, new bridges have been constructed at Jackson and Adams sts. Besides these improvements, the switching of the West Division Railway cars under the tunnel greatly relieved the strain upon the Madison street bridge, so that of late, while the travel over here was immense at all hours of the day, and particularly in the morning and in the evening, it was by no means as great as formerly. It would be an interesting sight for you to stand here on a summer's evening about the time the business houses and factories of the South Side were discharging their throngs of employes, and also about the time the workingmen of the West Side were moving toward their homes in other parts of the city. It has been the case for a number of years, that just about this time, when the street cars were overflowing with passengers and following each other up at intervals of less than one-eighth of a minute apart, that a lumber schooner, or half a dozen of them, and perhaps a propeller or two, would demand the opening of the draw. I have seen the blockade extend from State street to the bridge on the east, and from the bridge to Halsted street on the West at such times. It would

be no exaggeration to say that millions of dollars' worth of time has been lost here by business people during the last quarter of a century. The cable loop has been a great relief to the public generally. The construction of a new four-track steel bridge here will not only greatly facilitate traffic between the West and South Sides, but will do much toward building up what really ought to be the greatest artery in the city—Madison street. From the bridge to the city limits and beyond, the thoroughfare upon which we are about to enter is called West Madison street. There is an old saying in this city that Halsted street extends from Milwaukee to Cairo, and with equal truth it might be said, that Madison street extends from Lake Michigan to Burlington, Iowa. These streets, like many other of the leading thoroughfares of the city, are what are known as section lines. They follow the line of the original surveys made here years before Chicago had developed even into a third-class town. All over Chicago we find that the old country roadways have been preserved in these later days as streets. For instance, before we had railways in this country we had the Green Bay road, which extended from Chicago into the Lake Superior country. At present it is known as North Clark street as far as the city limits, as Evanston avenue for a distance, and again as Chicago avenue until we reach the point beyond our suburban line, where it is still known as the Green Bay road. Milwaukee avenue used to be the old Milwaukee road. Blue Island avenue was the Blue Island road and Lake Avenue, on the South Side, was the military road which led from Fort Dearborn to the nearest garrisons in existence on the border, among them Detroit. Madison street to-day extends through the township of West Chicago and through Cicero. I do not know where it ends, because I have never seen the end of it, but it loses itself miles from here somewhere in the prairie to the west. For three miles west of the bridge it is a business street. When the great fire of 1871 laid the South Side in ashes, the greater part of the West Side, in fact all of it except the small district in the vicinity of the barn where Mrs. O'Leary's cow gave the fatal kick, was untouched. Up to this time Madison street was occupied on either side by small frame residences of the semi-genteel character, and a great many people doing business on the South Side lived in these houses. Before the people of Chicago had recovered their senses after the conflagration, these West Side residents had commenced tearing the fronts out of their homes, and transforming them into shops. From the bridge to Ashland avenue something like three hundred Madison street residences were transformed into stores in less than three weeks to meet the demands of South Side business people. Not only on Madison street, but in fact on all the streets contiguous to the river, private residences were transformed into business houses, into boarding houses and into hotels. As the South Side was rebuilt, many of the people who had taken up temporary quarters in the West Division moved back, and for four or five years there was a large number of vacant shops on this side of the river, but the West Side had experienced the flavor of a business boom, and during the past twenty years its mercantile interests have continued to expand, until to-day, while all the district between the river and Ashland avenue is not given over to business houses, it is almost entirely so. To our left as we leave the viaduct is

The Union Depot.—The ground covered by this railway station extends from Madison st. on the north to Van Buren st. on the south, and covers about a block in width along the river front. This depot has been frequently referred to before, and it only remains to be said here that it is one of the handsomest in the country, and that its train shed is the largest in existence. On the west side of Canal st., and particularly in the vicinity of Madison, is a block of buildings which has long been not only a disgrace to the West Division of the city, but to all Chicago. It is covered in part by tumble-down frame buildings, and in part by lodging houses of the lowest description,

and the vicinity is the resort of idlers, thieves and vagabonds generally. The lodging houses have frequently been the scene of crimes which have shocked the community, and they have been as well a menace to the general peace of the city in times of riot and disorder. In these lodging houses, also, have been colonized at various times men who have been hired to do disreputable work at the polls. To our right is the old Washington Hotel, a landmark which will shortly disappear to make room for an elegant block of buildings. Beyond this, at the northwest corner of Canal st., is a handsome European hotel, and further on is the Gault House, one of the oldest and best known hotels in the city. From this point to Union st. there is not much to be seen that reflects credit on the West Side, or that will interest the visitor. Opposite Union street,

Madison Hall is to be erected. This structure is to cost $200,000. The site has a frontage of 96 feet on Madison, and extends back 190 feet to School street. The front elevation is to present the Romanesque style of architecture. The building will be constructed in the form of a double L, the west walls extending back 60 feet and include a handsome enamel brick porch. It will be seven stories high, exclusive of the basement, the two upper floors being fitted up for a dancing pavilion. The first floor will contain four stores, each 17x60 feet, two on either side of the main entrance, which will be 22 feet 6 inches wide and 22 feet high. The second, third and fourth floors will contain about 50 offices. A seventeen-foot court will separate the office building and theatre, which will be 96x112 feet in dimensions, and fire-proof throughout. The proscenium opening will be 48x32 feet; the stage, 96x48; the auditorium, 96x64, and foyer, 17x14. It will have a seating capacity of 2,600. The stage will have two fly floors on either side, and constructed iron rigging loft, 68 feet above the stage, supported by Howe tresses. Two open and eight projecting boxes flank the proscenium opening, and three spacious galleries almost encircle the auditorium. The decoration will be largely in Lincrusta Walton and stucco. The first floor will have an elevation of fifteen feet; the second, twelve feet; the third and fourth, eleven feet; the fifth, sixteen and a half feet; and the sixth, twenty-four feet. Adjoining the site of this new structure stands

The John M. Smyth Block.—This is the largest commercial structure on West Madison street, as well as the finest. It is occupied almost wholly by the furniture establishment of John M. Smyth, although in the eastern part a portion is given over to Kohl & Middleton's Dime Museum, which will be moved into Madison Hall, it is understood, when that building is completed. Mr. Smyth was the originator of the instalment idea in the furniture business, and has built up an immense trade and a large fortune. This establishment occupies acres of floor space, employs an army of men and has outfitted many thousands of the happiest and prettiest homes in Chicago and vicinity. [See Illustration.] Mr. Smyth was a newspaper man in his earlier days. He is prominent, socially and politically, and enjoys the reputation of a man of sterling integrity. He is, besides, a cultivated gentleman; one of the most quick-witted and polished of conversationalists, and a ready public speaker. Opposite the Smyth block is the

Haymarket Building, in which is located the Haymarket Theatre. [See Amusements.] The intersection of Madison and Halsted streets reminds us forcibly of the intersection of Madison and Clark streets, which we saw the other day. Clothing stores occupy three corners and a drug store the fourth. Here is Woolf's, with its attractive show windows; Bach's, and the London & Liverpool, all of which do a great business. From this point to the dry goods establishment of

P. F. Ryan & Co., Madison and Peoria sts., there isn't much to attract our attention. Here, however, far removed from the recognized business center, is a large con-

cern which compares very favorably with the State st. and Wabash ave. houses. It is a beautiful dry goods store and, judging from the crowds inside, we must presume that it is prosperous. On the opposite corner is another large concern of the same character, the store of J. W. Tuohy & Co. At Morgan and Madison is the piano house of Adam Schaaf. Then we pass the large furniture concerns of Ulich Bourke, Moore Bros. and others, and find ourselves walking by long rows of attractive retail stores. We reach Throop street and the Waverly Theater, Loomis street and the West Side Natatorium, and finally find ourselves at Ogden avenue, where we see more pretentious structures, among them the Washingtonian Home and the

Stone Building situated on the triangular strip bounded by Madison, Ogden and Ashland aves. This is a new structure erected by A. J. Stone, one of the handsomest in Chicago and the first office building to be erected on the West Side. The first two stories are of brown granite, with French plate glass front. There is a main entrance from Madison street consisting of granite pillars supporting an arch. The floors of the vestibule and hall are of marble. The building has a frontage of 66 feet on Madison street, 97 feet on Ogden avenue and 71 feet on Ashland avenue. The height of building from sidewalk to main roof is 100 feet. There are two sets of bay windows on the Ogden avenue side and one on each of the other sides. A circular tower crowns each corner. The architectural design is a modification of the French renaissance known as the flamboyant. We will take the cable here, and after a trip of two miles, passing block after block of handsome buildings, the West Madison street power-house and other points of interest, we arrive at Garfield Park. Just beyond here we may, if we wish, take the Cicero electric line, which will carry us ten miles into the country through some of the prettiest of our prairie suburbs. But I will refer you to "Park System" in this volume, and leave you near the mineral well, where I shall expect to meet you to-morrow.

TWENTY-THIRD DAY.

By reference to that portion of this volume which relates to the park system of Chicago, you will find that extensive improvements are to be made over here. These will not be confined to Garfield park, however, but will cover the boulevards running to the north and south and Douglas and Humboldt parks as well. To-day you will engage a team of Shetlands here and drive over to Douglas park, one of the prettiest of the system. Or, if you prefer it, you can take in Humboldt park, another beautiful West Side breathing place. It is not necessary that I should accompany you in either direction, for I have already given you all the information concerning the parks of the West Side at my command. Give the day to the West Side parks, then, and tomorrow we will drive around the boulevard circuit.

TWENTY-FOURTH DAY.

It is a very popular and certainly a highly enjoyable drive from Garfield park to Douglas, thence east by way of West Twelfth st. boulevard to Ashland, north on Ashland to Union park and west on Washington boulevard to the point of departure. We will take it to-day. Leaving Garfield park, we pass the site of the old West Side driving park, now being sub-divided into building lots. This district from Albany av. to West Fortieth, far into the town of Cicero, will be thickly populated inside of ten years. I base this prediction upon what has occurred out here during the past ten years. Western ave. was practically the boundary line then. It is a mile further west now. The territory we are traveling through is pierced by several suburban lines of railway, notably by the Chicago & Northern Pacific system, and, besides, it is, to a great extent, accessible by the West Side cable system, which brings it within forty-five minutes of the City Hall. With the new river tunnel completed and a cable

line running west on Van Buren st. and another running southwest on Ogden ave., people who settle out on this prairie to our right will be nearer the business district, so far as time is concerned, than those who lived between Hoyne and Western aves. a few years ago. No, property is not cheap out here, but it is cheap now in comparison with what it will be five years hence. The southwestern branch of the Lake street "L" road will also pentrate this district, and if the Randolph street line is ever built it must come out this way, for it has got to run south of Garfield park. But there are other reasons why the western prairies are going to fill up. The Grant Locomotive Works are being constructed out on Robinson avenue, to our right. [See Grant Locomotive Works.] These works will employ an army of men. Besides, other great industries have secured sites out this way, and we may look for a complete transformation to take place west of the parks before the Columbian Exposition opens. If you take the electric line on Madison street, near Fortieth, you will be carried through Austin, Oak Park and other pretty suburbs. Or you may take the "dummy" train here and visit Waldheim, Forest Home and the Jewish cemeteries. We are moving at present through a

Flat Country.—We can see Douglas park to our left, and beyond we can see the smoke from the McCormick works and catch an occasional glimpse of the Bridewell. That strip of green to the southeast is the fringe along the south branch of the Chicago river. That strip of green to the west is the fringe along the Desplaines river. It is ten miles away. Passing through

Douglas Park.—We have our choice of exits. We can go north on California ave., or northeast on Ogden ave., or east on Twelfth st. blvd. We select the latter. This carries us to the southern extremity of

Ashland Blvd., the finest residence street of the West Side. Not, however, until we reach Harrison st. to the north do we pass the handsome residences. We can see the County Hospital to our left, and the various medical colleges which surround it. We also see the beautiful Presbyterian hospital. All of these places are described elsewhere. At 512 on Ashland ave. we see the home of Joseph Hirsh; at 510, the home of Frank Slavik; at 478 resides William Laflin; at 442, James Baggot; at 438, Rev. J. W. Jackman; at 436, Max Eberhardt; on the opposite side of the street we are passing the residences of F. D. Ketcham, W. P. Ketcham, O. W. Holmes, James Maxwell, E. P. Wilce and Thomas N. Bond. At 398 resides Heaton Owsly; at 356, George B. Kane; at 339, John McLaren; at 329, Charles T. Nash; at 325, George Sherwood. Moving northward, and passing many elegant residences, we come to the residence of

Carter H. Harrison, four times mayor of Chicago, up to the present writing. This is a spacious but old-fashioned dwelling. The number is 231. In this vicinity are the homes of Chas. Goodman, Frank Reilly, William Ridgeway, Charles F. Elmes, Leonard C. Riggs, S. A. Scribner, J. Harley Bradley and other well-known people. At 196 resides William A. Pinkerton. Not far from here, in that elegant residence to the right, resides M. C. McDonald. On the opposite side of the street is the mansion of Charles H. Case. Further up, at 132, is the home of James B. Tascott, the father of Willie Tascott. [See Snell Murder.] The Rev. J. L. Withrow resides at 149; to our left, and from this point to Madison st., there are a number of stately residences and fashionable boarding houses. Crossing Madison st. we pass the Congregational Theological Seminary and the popular and fashionable Union Park Congregational Church. On our right is pretty little Union Park itself, and through the trees we can see "Ghost Row" on Ogden ave. and Washington blvd. extending toward the east. We turn our backs upon Union Park and drive west From this point to Garfield Park

Washington Blvd. is a beautiful residence street. I will only point out a few of the

residences, however, although I would like to name all the occupants if I had the time. Dr. C. W. Earle occupies the pretty residence at No. 535; J. F. Talcott lives in 570; S. H. McCrea, in 607; James McElroy, in 638; M. B. Loomis, in 629; and F. B. Loomis, next door.

George R. Davis, director-general of the Columbian Exposition, in 692; Milton Weston, in 728; J. L. Thurber, in 732; J. T. Rawleigh, in 727; P. F. Ryan, in 730; James Granie, in 815; G. W. Plummer, in 810; John J. Naghten, in 1145; W. E. Janes, in 1144; J. K. Bigelow, in 1172; F. R. Grant, in 1179; F. J. Tennis, in 1229; G. M. Richardson, in 1388; J. H. Mellinger, in 1411; C. W. Clingman, in 1473; John Eiszner, in 1487; Joseph E. Shipley, in 1499; and now we have reached the park. On our way down town, after passing Union Park, we come to 470, the residence of C. K. G. Billings; to 450, where A. L. Suesman resides; and to the left, at 425, we find the home of Mrs. A. J. Snell. There are so many handsome places on Washington blvd. that we can not stop to admire them if we want to get down town in time to visit McVicker's this evening.

TWENTY-FIFTH DAY.

I propose that you take in West Monroe, West Adams, West Jackson, West Congress, and many of the north and south "cross town" streets of the West Division to-day, in order that you may see for yourself how the great majority of our well-to-do people are situated. These streets are not fashionable in the strict sense of the term, but they are respectable, and a great many fashionable people make their homes along them. We should not neglect beautiful Warren avenue, or Park avenue, or Walnut street either. You will find some pretty little parks over on the West Side other than those I have pointed out. Jefferson Park, for instance, is a little gem, and it is surrounded by handsome residences. Just east of it, on Adams street, is the Peter Schuttler mansion, which will attract your attention. Vernon Park, to the southwest, is another pretty spot, and here you will find some elegant homes. To tell you even the names of all the people who reside in these comfortable and handsome residences would require more time and patience than we have at our disposal. After you get through with sight-seeing in the residence district you must take a drive south on Ashland avenue and visit the

Lumber District. Here you will also see the West Side pumping works. The lumber district as well as the pumping works are described fully elsewhere. We passed the County Hospital and the Medical Colleges rather hastily yesterday. Go over there. You will be admitted into the great buildings. The wards of the County Hospital may be visited. The Presbyterian Hospital is close by. A little to the north is the Woman's Hospital, which is worthy of your attention. All these places, as well as the Morgue (in the rear of the County Hospital), are fully described in this book. You can not see half enough of the Hospital district in a day, but you must be ready to take in the northwestern part of the city to-morrow.

TWENTY-SIXTH DAY.

If we cross over the Randolph street bridge, we will soon find ourselves in the new iron, steel and machinery center. There are some beautiful sales-rooms on Randolph and Canal and Clinton streets now, and the machinery trade appears to have come over here to stay. If you are interested in mechanics this is the place for you. Everything from laundry to mining machinery is displayed here. There are some big foundries and iron works close by. Moving north to Lake street, we are in the midst of manufactories. There is the David Bradley concern, the Fraser & Chalmers works, the shot tower, and dozens of other important manufactories within a stone's throw of us. Near by the great Cold Storage Exchange is being erected. All these places are referred to under the heading "Great Industries of Chicago." Turn back the pages and you will find what you want to know concerning them. From this point Milwau-

kee avenue takes a shoot in a northwestern direction. We pass over a great viaduct, crossing the tracks of the North-Western, the Panhandle and the St. Paul roads, and enter upon a thoroughfare which is hardly estimated at its proper worth, because it is so little known to the great majority of our people. Breweries tower to the right of us. Iron manufactories blacken the atmosphere to the left of us, but we are soon walking along a busy street, lined with shops, crowded with vehicles and alive with pedestrians. This is

Milwaukee Avenue, and it is Milwaukee avenue for miles out. You meet a foreign people over here—principally descendants of the Vikings. You see foreign names over foreign-looking stores. Foreign expressions are heard to drop from foreign-looking people, but you notice that there is a decided air of prosperity pervading all of your surroundings, and you look with admiration upon the thrift and industry which make themselves felt on every side. The majority of the people you come in contact with at first are Scandinavians. Later, as you move to the northwest, you hear the unmistakable German accent and see the unmistakable German signs. There are some handsome buildings along here. Mr. Paul O. Stensland's bank gives a metropolitan complexion to the neighborhood. There are book stores, dry goods stores, notion stores, restaurants and hotels here. There are also saloons, but not as many to the block as on some other thoroughfares. Milwaukee avenue will take you out to Humboldt park, or to Wicker park or to the old Snell toll road, or to the northwestern suburbs, if you follow it long enough. You can spend a day over in this section of the city, however, very pleasantly, and one of the things which will attract your attention is the great amount of building going on. On all sides fine store-houses and residences are rising up as if by magic. You can rest in Humboldt Park when you are tired of walking or riding, and while at the park don't fail to visit the Conservatory. [See Park Conservatories.] The cable line will carry you out into the country. If you would like to make the circuit you can take connecting lines which will bring you back to the center of the city via the North Side cable. To-morrow we will move upon the North Side.

TWENTY-SEVENTH DAY.

North Clark is the principal artery of the North Division. From this beautiful and bustling thoroughfare nearly all the principal streets diverge. It is also the dividing line between the residence and the business or manufacturing districts of this section. Between N. Clark and Lake Michigan are to be found the handsome residences, the fine churches and the magnificent apartment houses. True, LaSalle ave. is not to be ignored, but south of Chicago ave. it can not be any longer considered as a fashionable street. The fine residences have been in most instances turned into boarding houses, many of them are not over respectable. North and northwest of North ave. there are some elegant dwellings, but this district is noted for other attractions. We will take the cable from Michigan st. to Lincoln Park. On our way we pass some very handsome business blocks. North Clark st. has a more dignified appearance than W. Madison st. The buildings, as a rule, are higher and more substantial. There are some very fine family hotels along here, and some large stores. At Illinois st. we come to the

Palace Hotel.—The scheme for extending this hotel is to result in establishing one of the greatest hostelries in the world on the North Side. [See Illustration.] It is to contain 800 rooms and to cover two entire sides of a block. The plans, which have been prepared, provide for a seven-story building, to extend from the corner of Clark and Indiana streets south to Illinois street and west on Illinois street. The Palace Hotel, 100 feet on Clark street and 80 feet on Indiana street, occupies the corner. It is seven stories and basement high. Next to this is an alley. South of this

LILY BEDS AND SCHILLER MONUMENT, LINCOLN PARK.

is a four-story building, and on the corner is a building five stories high. The entire Clark street frontage is to be brought up to the height of the Palace Hotel, the additonal stories will be of the lightest possible composition. The walls will probably be built of hollow brick and terra cotta. It has been decided to build bay-windows over the alley. On the Illinois street side the plans are not so well developed. The hotel company has leased eighty feet in addition to the eighty-foot corner. This will be built up eighty-three feet high, to correspond with the Clark street frontage. The reconstructed building is to be known as the Grand Palace Hotel, and will cost $300,000, and will be under the management of C. P. Newberry, owner and proprietor of the present Palace Hotel. Passing Chicago avenue we can see the North Side water tower to our right, and Moody's church to our left. Passing Washington square we see that the building of the magnificent Newberry Library is progressing. [See Newberry Library.] In the vicinity of this square are some handsome apartment houses and some of the most fashionable churches in the city. Beautiful Dearborn ave. skirts the park to the right, and through the trees we can see the elegant building of the Union Club. Where the Newberry building is being erected stood the old Ogden residence, for many years an object of interest to strangers because it was the only building in the North Division that withstood the onslaught of the conflagration on October 9, 1871. [See Ogden residence.] Leaving Washington park, the next object of interest we come across is the Clark street power-house of the North Chicago cable lines. [See City Railways.] We may go inside and watch the movement of the magnificent machinery for awhile, after which we will proceed directly to Lincoln park. Here I will leave you to spend the day, referring you to the heading "Park System" for all such information as you may require regarding the attractions of this beautiful resort. If you will remain until evening you will see the Yerke's electric fountain, a sight worth witnessing. [See Yerke's Electric Fountain.] I would also suggest that you visit the Sanitarium on the lake shore. [See *Daily News* Fresh Air Fund.] To-morrow I will meet you in front of the Lincoln monument.

TWENTY-EIGHTH DAY.

Dearborn avenue, from this point south, is a beautiful and fashionable residence street. To our left, before we enter the avenue, on the southeast corner of North State and North avenue, is the elegant Archipiscopal palace of the Mt. Rev. P. A. Feehan, Roman Catholic Archbishop of the diocese of Chicago. Farther toward the east, and to our left is the head of the beautiful Lake Shore Drive. (See Lake Shore Drive.) Moving down Dearborn avenue we pass on either side numerous handsome residences. At No. 628 resides H. H. Shufeldt, the well known distiller. Adjoining his are the residences of W. C. and S. E. Egan. Farther down, at 602, resides S. M. Fargo. At 592 resides Louis Stern, at 537 Wm. Sprague, at 538 D. H. Tolman, at 517 H. D. Colvin, at 532 O. W. Potter, at 471 R. Meadowcroft, at 408 B. F. Culver, at 400 J. M. Adsit, at 370 Wm. M. Hoyt, at 362 the family of B. H. Campbell, at 350 John S. Runnels, counsel for Geo. M. Pullman, at 328 Geo. S. Dunlap, at 321 Dr. R. N. Isham, at 330 J. J. McGrath, and in this vicinity a large number of persons equally well known in business and society circles. Running paralell with Dearborn avenue are North State street, Rush street and a number of other avenues upon which reside many of the leading people of the city, and where we will find some very elegant homes. At 118, on State street is the Ontario, a fashionable apartment house, and among the residents on the street are J. J. P. Odell (483), James A. Kirk (533), S. S. Chisholm (537), Gen. A. S. Chetlain (543), Lyman J. Gage (470), Geo. Howland, (482) and Clarence H. Dyer (516). Among the well-known residents on

Rush Street are Mrs. Cyrus H. McCormick (135), with whom reside Mr. and Mrs.

Emmons Blaine, Henry W. King (151), Cyrus H. Adams (155), W. K. Nixon (156). Close by are the Marquette and Victoria apartment houses which are occupied by fashionable people. While in this vicinity a number of the streets running east and west should be visited. They are all fashionable avenues and are lined with beautiful residences. The

Lake Shore Drive is refered to at very considerable length in this volume. It is not yet, perhaps, but it is destined to be the most magnificent boulevard in Chicago. There are not many residents on the drive as yet, but those who have located here are among the first people of the city, and their homes are perhaps the most elegant we have to exhibit to the visitor. As you drive toward Lincoln Park you pass at No. 57 the home of Edward F. Lawrence. Close by, on Pearson street, are the winter residences of John V. and C. B. Farwell. At No. 60 resides A. C. McClurg; at 66 Mason Starring and Prof. David Swing; at 100 is the magnificent residence of Potter Palmer; at 103 resides Franklin MacVeagh; at 109 S. E. Barrett; at 111 H. A. Towner; at 112 V. C. Turner; at 120 George Armour. Before leaving the residence district of the North Side, the northern part of La Salle ave. should be visited. At 300 resides J. McGregor Adams; at 317 Victor F. Lawson, editor of the *Daily News*; at 353 Dr. F. Henrotin; at 367 N. H. Blatchford; at 388 Geo. O. Fairbanks; at 436 H. A. Kirchoff; at 448 Malcolm McNeil; at 520 Wm. Vocke; and all along the avenue people of prominence in society and business circles. A day spent in driving or walking along these beautiful streets will be a day well spent.

TWENTY-NINTH DAY.

To-day we can not do better than to wander through Lake View, formerly a city in itself, now a portion of Chicago. A trip through this section may take us along the north shore of the lake, into Graceland Cemetery, or through Argyle Park and Edgewater, all of which are described elsewhere, or we may not halt until we have passed through the village of Ravenswood and on to Rose Hill. Whichever direction we may take, if we keep to the lake shore, we will find ourselves surrounded by residences and lawns unexcelled for beauty in any part of the city. Or we may strike out toward the west and find ourselves on the thoroughfares which sweep through the populous district lying contiguous to the north branch of the Chicago river. Over here we will find the Deering Works and the North Side Rolling Mills, already described. In the district lying between the river and Lincoln Park we will find several business centers which will be a surprise to us. These are penetrated and fed by Sedgwick st., Larrabee st., N. Halsted st., Garfield ave., and Lincoln ave. On the latter thoroughfare we find a cable railway which carries us out beyond the present building limits. In this quarter of the city are many handsome public institutions. I have already called your attention to St. Joseph's Hospital and to the McCormick Seminary. Besides these you will pass the Uhlich Orphan Asylum and many very handsome churches of the various denominations. The business blocks on N. Market, N. Halsted, Sedgwick st., Larrabee st., Garfield ave., Lincoln ave. and even on far away Fullerton ave. will compare very favorably with pretentious structures in the heart of the business district. There is a great local traffic going on out this way. Miles from the commercial center you find yourself practically in another city, independent almost of the down town section, with its own theaters, public halls, retail stores, promenades and distinctive interests.

THIRTIETH DAY.

You will necessarily, and as a matter of course desire to visit the suburbs. Not many of these can be visited in a day or even in a week. But we can take a North-Western train this morning and, at least, pay a flying visit to the beautiful villages

which are to be found along the Milwaukee division. We select this division because I want you to see, particularly, the buildings of the Northwestern University. These are described in full under the head of Educational Institutions. If you have any leisure time on your hands before the close of the day, you will visit Fort Sheridan, only a short distance to the north. This post is described under the head of Military. Trains are passing at frequent intervals, and if there is still an hour left, you can visit Calvary and Rosehill cemeteries on your return trip to the city.

THIRTY-FIRST DAY.

We have not been able up to this time, to give our attention to the great manufacturing towns which lie to the south of the city. The Calumet District should not be overlooked by the visitor. It is already fully covered in the body of this volume, under the headings, "Outlying Chicago" and "Great Industries of Chicago." All the world has heard of Pullman, and all the people of the world who will visit Chicago during the next three years will want to see that wonderful industrial center, South Chicago. Hegewish, Harvey, Hammond and Tolleston are destined to become equally famous in the near future. All the information obtainable with reference to these great manufacturing centers, you will find by reference to the index. I leave you here to pursue your journey alone. During the days I have been with you we have seen a great part, but by no means all of Chicago. I have not, as a rule, gone over the ground already covered by other departments of this volume, leaving you to determine for yourself which places you should visit and which you should pass by. I hope you have found Chicago to be a city deserving the title, metropolis, and not an overgrown town. We part here, and I can assure you that as much as I have enjoyed your company during the weeks we have been together, I am glad that I am able now to write at the conclusion of these rambles

[THE END.]

THE ECONOMIST,

59 DEARBORN STREET,

CHICAGO,

IS FULL OF INFORMATION IN REGARD TO

FINANCIAL,

COMMERCIAL

—AND—

REAL ESTATE MATTERS.

ASK CHICAGO BANKERS WHAT THEY THINK OF IT.

PUBLISHED EVERY SATURDAY MORNING.

INTERMEDIATE ISSUES FOR IMPORTANT NEWS ANNOUNCEMENTS.

$5.00 A YEAR. - 10 CENTS A COPY.

SOLD BY NEWSDEALERS.

ADVERTISING RATES REASONABLE.

Chicago, Milwaukee & St. Paul Railway.

Electric Lighted and Steam Heated Vestibuled Trains, with Westinghouse Air Signals between Chicago, St. Paul and Minneapolis, daily.

Through Parlor Cars on day trains between Chicago, St. Paul and Minneapolis.

Electric Lighted and Steam Heated Vestibuled trains between Chicago, Council Bluffs and Omaha, daily.

Through Vestibuled Sleeping Cars, daily, between Chicago, Butte, Tacoma, Seattle and Portland, Ore.

Solid trains between Chicago and principal points in northern Wisconsin and the Peninsula of Michigan.

Daily trains between St. Paul, Minneapolis and Kansas City via the Hedrick Route.

Through Sleeping Cars, daily, between St. Louis, St. Paul and Minneapolis.

The finest dining cars in the world.

The best Sleeping Cars. Electric Reading Lamps in Berths.

6,100 miles of road in Illinois, Wisconsin, northern Michigan, Iowa, Minnesota, Missouri, South Dakota and North Dakota.

Everything first-class.

First-class people patronize first-class lines.

Ticket Agents everywhere sell tickets over the Chicago, Milwaukee and St. Paul Railway.

GORMULLY & JEFFERY MF'G. CO.

85 Madison St.

Between State and Dearborn Sts.

THE AMERICAN RAMBLER CHAMPION CYCLES.

And a Complete Line of Cycle Accessories.

DESCRIPTIVE CATALOGUE ON APPLICATION.

Riding School with Competent Instructor in Charge. Instruction Free.

FACTORY:
N. Franklin and Pearson Sts.
Chicago, Ill.

BRANCH HOUSES:
Boston, Mass., and
Washington, D. C.

THE GOODRICH LINE STEAMERS

Goodrich Transportation Co.,

OFFICE AND DOCKS. Foot Michigan Avenue, Chicago.

TWICE DAILY BETWEEN

CHICAGO AND MILWAUKEE,

REGULAR TRIPS TO

CHICAGO, Racine, MILWAUKEE, Sheboygan, Manitowoc, Carlton, Kewaunee, Ahnapee, Sturgeon Bay, Marinette, Menominee, Green Bay, Escanaba, Gladstone, Fayette, Garden Bay, Nahma, Thompson, Manistique, Ephraim, Ellison Bay, Sister Bay, FishCreek, Egg Harbor, Ludington, Manistee, Pentwater, Frankfort, Grand Haven, Muskegon, Etc.

The Cheapest and Most Comfortable way to reach all Central and Northern Michigan Points is via these Steamers.

In addition to the magnificent new steamships "City of Racine" and "Indiana," added to the fleet last season, there are now building, and will be ready for opening of season of 1891, the steamship "Atlanta," for the Grand Haven Line, and the elegant large steel twin-screw Steamship "Virginia," for the day run of the Milwaukee Line. These Steamships are unexcelled by any on lake or ocean.

NOTE.—The S. S. "VIRGINIA" is the Finest Passenger Steamship carrying the American Flag.

☞ SEND FOR FOLDERS AND CIRCULARS. ☜

A. W. GOODRICH, Pres't. CHICAGO.
G. HURSON, Gen. Traffic Manager, MILWAUKEE.

J. W. GILLMAN, Superintendent. CHICAGO
JOHN SINGLETON, Gen'l Passenger Agent, CHICAGO

E. S. & W. S. Fowler 38 E. MADISON, CHICAGO.

MANUFACTURING OPTICIANS, ✳ WHOLESALE AND RETAIL.

THE TRADE AND MEDICAL PROFESSION

are invited to call and become acquainted with our goods and work.

Every Variety of Spectacles and Eye Glasses, Frames, Lenses, Trial Cases and

OPTICIANS' SUPPLIES.

OUR LARGE RETAIL PATRONAGE

gives us experience of great advantage in determining the merits of goods most desirable for the trade, and we solicit the patronage of discriminating buyers.

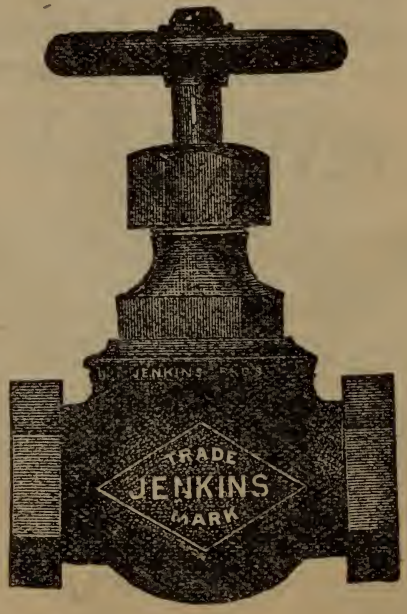
COMPLETE OUTFITS FOR OPTICIANS OR OCULISTS.

IN OUR RETAIL DEPARTMENT

we fit every variety of defective vision and make the necessary lenses from the finest material according to our own formulas.

A FAIR OFFER.

If you will put a JENKINS BROS. VALVE on the worst place you can find, where you can not keep ot her valves tight, and if it is not perfectly



tight, or does not hold steam, oils, acids, water or other fluids longer than any other valve, you may return it and *your money will be refunded.*

JENKINS BROS., 54 DEARBORN STREET, CHICAGO.

COPYRIGHTED.

CELEBRATED HATS.

Correct Styles. *Extra Quality.*

The Dunlap Silk Umbrella.

CHICAGO—Palmer House.

(Branch, Fifth Ave., New York City.), . .

. . . . . SEND FOR FASHION PLATE.

G. A. MARINER. ESTABLISHED 1856. WM. HOSKINS.

MARINER & HOSKINS,

ANALYTICAL AND CONSULTING

Chemists and Assayers

81 S. CLARK ST.,

TOP FLOOR. CHICAGO. *Take Elevator.*

ASSAYS AND ANALYSES OF ALL KINDS.

Chemistry applied to Mining, Geology, Agriculture, Useful Arts, Metallurgy, Patents, Inventions, Medical, Legal, Commercial and Domestic Affairs.

James Wilde, Jr. & Co.

Men's, Boys' and Children's

CLOTHING

—AND—

Gentlemen's Furnishing Goods.

Cor. State & Madison Sts.

The Latest Publications.

Most Artistic Framing

—AT—

O'BRIEN'S,

208 WABASH AVENUE.

CURRAN

Dry Kiln Co.

JOHN J. CURRAN,

President.

OFFFICE:

57 South Canal Street.

MANUFACTORY:

444 West Taylor Street.

The Man of Epicurean Taste

Who Visits Chicago will Inquire at once for a

CAFE-RESTAURANT

OF THE HIGHEST ORDER.

He has dined perhaps at the Cafe de la Paix, or the Maison Doree, or the Cafe Anglais in Paris, or, perchance, at the Holborn in London, or at the Delmonico in New York. In such an event he is a

Connoisseur in the Culinary Art

and nothing short of the most skillfully Prepared food will please him. Such a man is advised to visit

LANSING-McGARIGLE

Catering Co.,

122, 124 and 126 Clark Street.

The Cuisine of this establishment is maintained at the highest degree of excellence. The location of the Cafe, the elegant and comfortable furnishings of the apartments, the perfect service and the unequalled quality of the viands served, have contributed toward making it the resort of gentlemen and ladies of refined and exacting taste. This is the Restaurant-Cafe par excellence of Chicago, and strangers should not fail to inspect it during their stay in the city.

GRAND PALACE HOTEL

(When completed will contain 800 rooms.)

North Clark Street, from Illinois to Indiana.

FOUR MINUTES FROM COURT HOUSE.

ONE-HALF PRICE OF OTHER FIRST-CLASS HOTELS.

AMERICAN . AND . EUROPEAN . PLANS.

ROOMS, $3.00 WEEKLY AND UPWARDS.

TRANSIENTS, 50c. AND UPWARDS.

Restaurant by F. COMPAGNON, late Chicago Club chef. Table d' hote, served, 50 cents ; Table Board, $1.00 per day.

Ladies' and Gentlemen's TURKISH and RUSSIAN BATHS (thoroughly ventilated by electric fans), 50 cents. Gentlemen's Department open all night.

Everything New. Steam Heat in All Rooms. Elevator Runs All Night.

J. C. ELDER. C. N. ROBERTS.

J. C. ELDER & CO. SURVEYORS AND MAP PUBLISHERS
CHICAGO
157 WASHINGTON ST.

J. C. ELDER & Co.

Surveyors and Map Publishers,

ROOMS 47-48, 157 WASHINGTON STREET,

DESIGNS AND ESTIMATES FURNISHED. CHICAGO.

CHARLES HUSCHE. JOHN JURS.

HUSCHE & JURS,

. Gilders and . Manufacturers of . . **Composition Gold Mouldings and Picture Frames,**

105=115 Superior St., cor. Green, Chicago. New York Office, Wm. Renter, M'g'r.

This firm has been established in their present manufactory for the past seven years. Its members, however, are Chicago's Pioneers in this line of business, and they have shown a remarkable and substantial growth, from an enterprise that employed 25 men to an institution that to-day require the services of 200 employees to supply their unprecedented trade at present. They have been occupying their present capacious factory, cor. Green and Superior sts., for the past two years, and they have one of the most modern improved institutions in the Northwest.

THE INTER OCEAN

THE

LEADING REPUBLICAN NEWSPAPER

OF THE NORTHWEST.

THE FOREMOST JOURNAL IN AMERICA,

In all that Pertains to the Elevation of Mankind and the Prosperity of our Nation.

◇DAILY, SEMI-WEEKLY, AND WEEKLY◇

And Each the Best of Its Kind.

Not HOW CHEAP but HOW GOOD a Newspaper is the Constant Aim of the Management.

REMEMBER that *the best is the cheapest* and *not the cheapest the best.*

DAILY EDITION, by mail, postpaid.....$8.00 per year
DAILY, Sunday included by mail, postpaid.....10.00 per year
SEMI-WEEKLY, by mail, postpaid..... 2.00 per year
THE WEEKLY (with the largest circulation of any paper west of the Alleghanies), by mail, postpaid..... 1.00 per year

Send for Terms and Samples. Liberal Commissions to Postmasters. Address all orders to

THE INTER OCEAN, Madison and Dearborn sts., Chicago.

1st
ISSUE
APR. 29, '90.

THE CHICAGO EVENING POST.

164 AND 166 WASHINGTON ST.,

Took possession of its new premises January 24th, 1891, where it enjoys very facility that money and experience could procure. It is especially, aside from its news features, noted for the fullness and accuracy of its market, commercial and financial reports, its intelligence of society and women, its art, musical and theatrical features, its sporting intelligence, and for its wealth of literary and miscellaneous matter.

Subscribe for it.

Eight Pages for Two Cents.

Delivered by Carrier Throughout Chicago and Its Suburbs.

Illinois Staats-Zeitung

INDEPENDENT IN EVERYTHING

NEUTRAL IN NOTHING.

THE ILLINOIS STAATS-ZEITUNG IS THE LEADING GERMAN NEWSPAPER IN THE UNITED STATES, ESTABLISHED IN 1847.

TERMS OF SUBSCRIPTION

POSTAGE PREPAID.

Daily Edition, one year,	$8.00
Weekly Edition, one year,	2.00
Der Westen,	2.00
Der Westen and Weekly, to one address, one year,	3.00

THE DAILY EDITION CONTAINS ALL THE NEWS.

DER WESTEN IS A LITERARY PAPER.

The circulation of the Illinois Staats-Zeitung is increasing more rapidly than that of any other German Newspaper in the United States.

For specimen copies, terms and all further information, address,

ILLINOIS STAATS-ZEITUNG,

CHICAGO, ILL.

THE CHICAGO EVENING JOURNAL

The Best Evening Paper In Chicago.

8—12—16 PAGES,

ONLY 2 CENTS A COPY.

JOHN R. WILSON, Publisher.

EGGLESTON, MALLETTE & BROWNELL,

REAL ESTATE AND LOANS.

OWNERS OF EGGLESTON AND AUBURN PARK REALTY.

CHOICE SUBURBAN PROPERTY A SPECIALTY.

—ALSO—

STREET CONTRACTORS.

MANUFACTURERS AND DEALERS IN

CRUSHED STONE, CONCRETE STONE, Etc.

Particular attention given to building MACADAM ROADS, DRIVES and BOULEVARDS. Will take the entire contract for Platting and Putting in ALL Improvements in New Subdivisions.

Offices: Room 207, Tacoma Building. Telephone 44.. Room 600, Royal Insurance Building. Telephone 1602.

MRS. A. F. RODGERS'

SCHOOL OF SHORTHAND

AND TYPEWRITING,

Pernin-Duployan System.

Select Private School with individual instruction.

125 DEARBORN STREET.

Pupils can commence at any time. Send for Circular of Terms.

MISS GARRITY, PHOTOGRAPHER.

—AT—

THE QUEEN ISABELLA PORTRAIT GALLERIES,

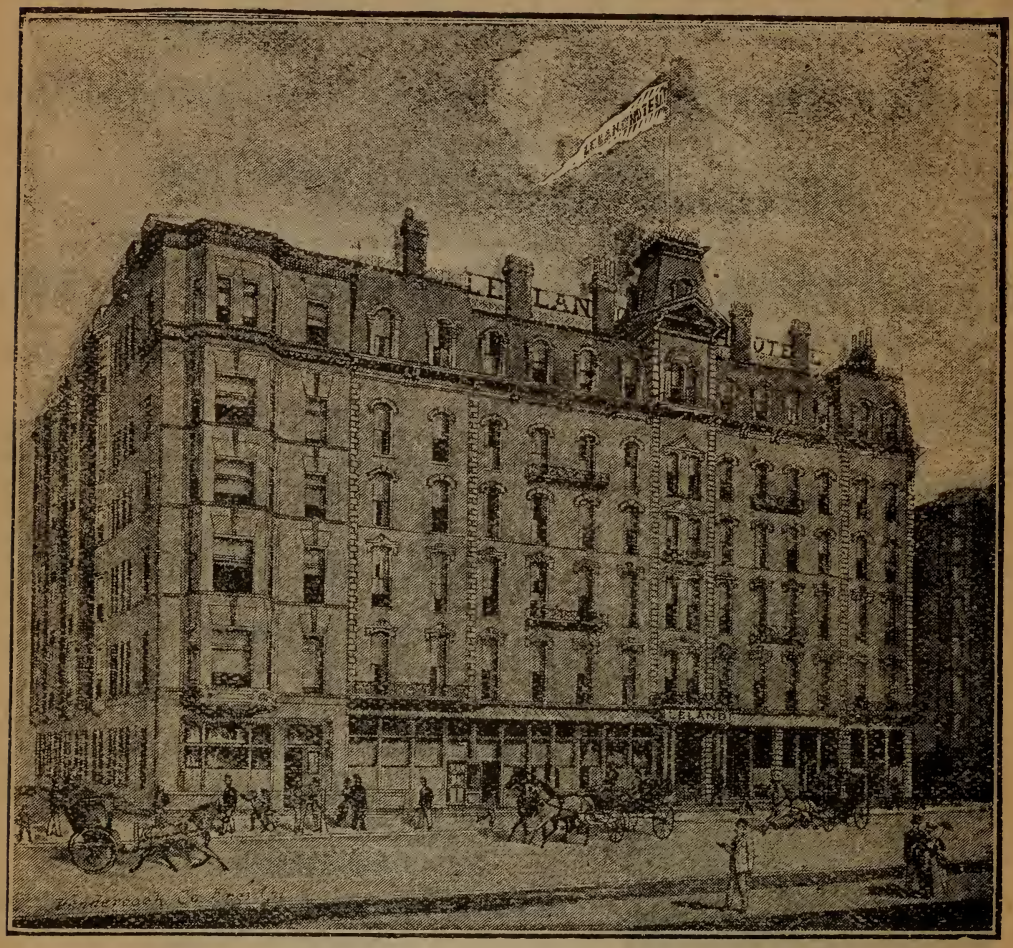
SOUTHWEST CORNER WABASH AVENUE AND JACKSON STREET.

Reception, Reading and Toilet Rooms open to public from 8:00 A. M. to 6:00 P. M., except Sunday. Operating from 9:00 A. M. to 4:00 P. M.

LELAND HOTEL

ON THE

AMERICAN and EUROPEAN PLANS.



MICHIGAN AVE. BOULEVARD AND JACKSON ST.

American Plan, $3.00 to $5.00 Per Day.

European Plan, From $1.50 Up.

THE view from this hotel is unsurpassed. Overlooking the Lake Boulevard and Park. Convenient to all places of Business and Amusements, Pure Air, Pure Water, Perfect Ventilation, Music during the dinner hours, are among the attractions of the Leland.

WARREN F. LELAND, Proprietor.

The Wellington

A STRICTLY FIRST-CLASS

European Hotel.

CUISINE UNSURPASSED. LOCATION UNEQUALLED.

At the head of the Grand Boulevard system, and still within six blocks of the Custom House, Post Office, Board of Trade, Wholesale and Retail Centers.

GAGE HOTEL COMPANY

PROPRIETORS.

Wabash Ave., Cor. Jackson, Chicago.

ESTABLISHED 1857.

WATCHES

DIAMONDS AND OTHER PRECIOUS STONES,

SOCIETY BADGES AND CHARMS,

JEWELRY NOVELTIES,

SILVERWARE, OPTICAL GOODS, &C.

J. B. CHAMBERS & CO.

CLARK AND MADISON STS.

. THE .

Through Car Line

BETWEEN CHICAGO AND PRINCIPAL POINTS IN

ILLINOIS, IOWA, WISCONSIN, NORTHERN MICHIGAN, MINNESOTA, THE DAKOTAS, NEBRASKA, COLORADO, WYOMING, UTAH, IDAHO, NEVADA, OREGON, CALIFORNIA.

SOLID VESTIBULED TRAINS . . .

Between Chicago and St. Paul, Minneapolis, Council Bluffs, Omaha, Denver and Portland.

THROUGH SLEEPING CARS . . .

Between Chicago and St. Paul, Minneapolis, Duluth. Council Bluffs, Omaho, Sioux City, Denver, Portland and San Francisco.

FREE RECLINING CHAIR CARS . .

Between Chicago and Council Bluffs, Omaha, Denver and Portland.

SUPERB DINING CARS . . . . . .

Between Chicago and Milwaukee, St. Paul, Minneapolis, Council Bluffs, Omaha, Denver, Portland and California Points.

ALL AGENTS SELL TICKETS VIA . . .

THE NORTH-WESTERN.

W. H. NEWMAN,
Third Vice-President.

J. M. WHITMAN,
General Manager.

W. A. THRALL,
Gen. Pass. and Ticket Agent.

VIA.

ILLINOIS CENTRAL R. R.

LEAVES CHICAGO 3 P. M. . . .

. . . ARRIVES NEW ORLEANS 8 P. M.

ONLY 29 HOURS ENROUTE.

LEAVES CHICAGO 3 P. M. . . .

. . . ARRIVES MEMPHIS 8:40 A. M.

ONLY 17 HOURS and 40 MINUTES ENROUTE.

Close connection made at Memphis for Vicksburg, and at New Orleans for Gulf Coast Resorts and Jacksonville, Florida. Through Sleeper, New Orleans to Jacksonville.

J. T. HARAHAN,
2nd Vice-President.

M. C. MARKHAM,
Ass't. Traffic Manger.

T. J. HUDSON,
Traffic Manager.

A. H. HANSON,
Gen'l Passenger Agent.

SAFEST, FASTEST AND FINEST

TRAINS IN AMERICA,

— RUN VIA —

BALTIMORE & OHIO RAILROAD

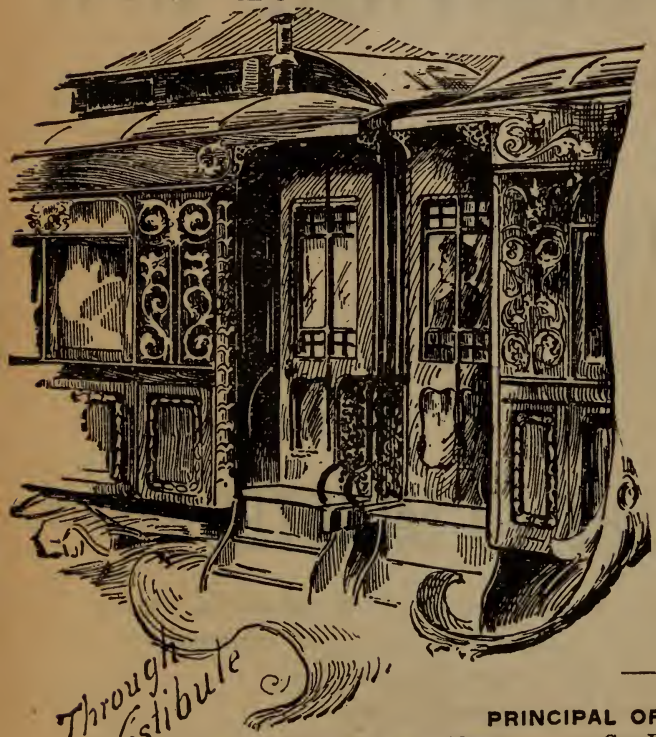
BETWEEN

New York, Philadelphia, Baltimore and Washington.

All Trains Vestibuled from End to End, and protected by Pullman's Anti-Telescoping Appliance, including Baggage Cars, Day Coaches, Parlor Cars and Sleepers.

ALL CARS HEATED BY STEAM AND LIGHTED BY PINTSCH GAS.

THE BALTIMORE AND OHIO RAILROAD



Maintains a Complete Service of Vestibuled Express Trains between

New York, Cincinnati, St. Louis & Chicago,

EQUIPPED WITH

PULLMAN

PALACE SLEEPING CARS

Running Through Without Change.

ALL B. & O. TRAINS

BETWEEN THE

EAST AND WEST

RUN VIA WASHINGTON.

PRINCIPAL OFFICES:

211 Washington Street, Boston, Mass.
415 Broadway, New York.
Cor. 9th and Chestnut Sts., Philadelphia, Pa.
Cor. Baltimore and Calvert Sts., Baltimore, Md.
1351 Pennsylvania Avenue, Washington, D. C.
Cor. Wood St. and Fifth Ave., Pittsburgh, Pa.
Corner 4th and Vine Streets, Cincinnati, O.
193 Clark Street, Chicago, Ill.
105 Broadway, St. Louis, Mo.

J. T. ODELL, GENERAL MANAGER. **CHAS. O. SCULL,** GENERAL PASSENGER AGENT.

BALTIMORE, MD.

THE FIRST NATIONAL BANK

OF CHICAGO.

PAID-IN CAPITAL, $3,000,000. . . . . SURPLUS, $2,000,000.

OFFICERS.

SAML. M. NICKERSON, President. L. J. GAGE, Vice-President.
H. R. SYMONDS, Cashier. H.M. KINGMAN, Asst. Cashier.
R. J. STREET, Second Asst. Cashier.

DIRECTORS:

Saml. M. Nickerson. E. F. Lawrence. S. W. Allerton.
F. D. Gray. Norman B. Ream. Nelson Morris.
H. H. Porter. L. J. Gage. Eugene S. Pike.
A. A. Carpenter. H. R. Symonds.

UNION NATIONAL BANK

OF CHICAGO.

NORTHEAST CORNER LA SALLE AND ADAMS STREETS.

PAID-UP CAPITAL, $2,000,000. . . SURPLUS, $700 000.

A REGULAR BANKING BUSINESS TRANSACTED.

Accounts of Banks and Bankers, Mercantile and Manufacturing Firms or Corporations Received on Favorable Terms.

FOREIGN EXCHANGE BOUGHT AND SOLD.

Commercial and Travelers' Credits, Available in Europe and the United States, Issued. Telegraphic Transfers Made with All Principal European and Domestic Points.

J. J. P. ODELL, President. DAVID KELLEY, Vice-Pres. W. C. OAKLEY, Cashier.
W. O. HIPWELL, Asst. Cashier. AUGUST BLUM, Asst. Cashier.

DIRECTORS.

C. R. CUMMINGS, Chicago.
S. K. MARTIN, of S. K. Martin Lumber Co., Chicago.
O. C. BARBER, President Diamond Match Co.
VERNON SHAW-KENNEDY, Insurance.
H. N. MAY, of Corbin, May & Co., Chicago, Wholesale Grocers.
J. H. Barker, of Haskell & Barker Car Co., Michigan City, Ind.
DAVID KELLEY, of Kelley, Maus & Co., Chicago, Wholesale Hardware.
S. B. BARKER, of S. B. Barker & Co., Chicago, Lumber.
J. J. P. ODELL, President.

Collections on All Accessible Points Carefully Made and Promptly Accounted For on Equitable Terms.

CORRESPONDENCE SOLICITED.

Paul O. Stensland & Co.

BANKERS.

General - Banking - and - Real - Estate - Business.

Sell Drafts and issue Money Orders on all parts of Europe.
Receive Commercial Deposits and pay the Usual Interest on Savings Deposits.
Sell Real Estate—Improved and Unimproved.
Make Loans at Low Rate of Interest on Real Estate Securities.
Building Loans a Specialty.

MORTGAGES FOR SALE.

BANK HOURS: FROM 9 A. M. TO 4 P. M., AND EVENINGS FROM 7 TO 9 O'CLOCK.

PAUL O. STENSLAND & CO.

CORNER MILWAUKEE AVENUE AND CARPENTER STREET.

PROTECT YOUR VALUABLES.

SAFE, CONVENIENT, SECURE.

The vaults of the Milwaukee Avenue Safe Deposit Company are open for the ACCOMMODATION, CONVENIENCE, and PROTECTION of the public. They are perfectly fire and burglar proof. Money, bonds, notes, jewelry, diamonds, plate, contracts, wills, family papers and precious documents of all kinds deposited in our vaults are beyond the reach of danger, while the owner is freed from all anxiety as to their safe keeping.

These vaults, which have been constructed on the most modern and perfect plan, are located at 409 to 411 Milwaukee avenue, corner of Carpenter street, and are accessible to depositors at all hours of the day. Charges moderate.

DIRECTORS:

EDWARD G. UIHLEIN. FRANK A. STAUBER. SOREN D. THORSON.
JOHN R. WALSH. FRANK UPMAN. DONALD L. MORRILL.
CHAS. H. WACKER. PAUL O. STENSLAND.

MEADOWCROFT BROTHERS.

BANKERS.

ESTABLISHED 1860.

N. W. Cor. Dearborn & Washington Sts.

Receive Deposits subject to check.
Receive Deposits subject to notice, and allow interest thereon.
Issue Certificates of deposit bearing interest Bills of Exchange on European and American cities bought and sold.

SECURITIES

Real Estate and Bonds, and Stocks handled and orders for purchasing and selling promptly attended to.

CORRESPONDENTS

Nassau Bank, New York City; Union Bank, of London, Limited, London, Eng.; Deutsche Bank, Berlin, Germany; Frankforter Filial der Deutschen Bank, Frankfort, A-M.; Deutsche Bank, Hamburg, Germany; Credit, Lyonnais, Paris, France.

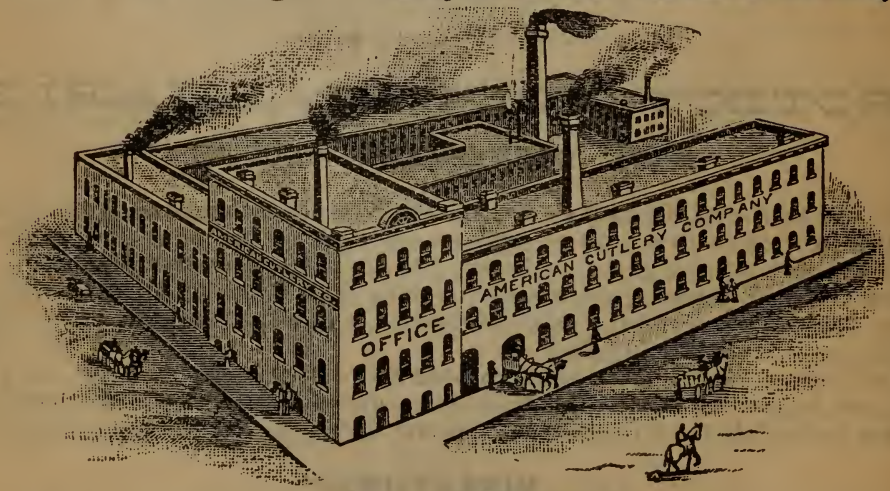
M. HIRSCH, PRESIDENT. I. HIRSCH, SEC'Y AND TREAS

AMERICAN CUTLERY CO.

Manufacturers ... of ...

TABLE CUTLERY.

BUTCHER, COOK AND



CARVING KNIVES.

FACTORIES AND OFFICE:
173-193 MATHER STREET,
... CHICAGO.

SALESROOMS:
84 & 86 CHAMBERS ST.,
NEW YORK.

(1867.)

The · National · Bank . of · Illinois

ILLINOIS BANK BUILDING, 115 DEARBORN STREET.

Capital paid in, $1,000,000. Surplus, etc., $940,000.

City Deposits, - $6,077,000
Country " $2,943,000=$9,020,000.

ACCOUNTS OF INDIVIDUALS, BANKS, BANKERS AND CORPORATIONS SOLICITED AND CORRESPONDENCE INVITED.

BUY AND SELL FOREIGN EXCHANGE.
ISSUE ***ENGLISH*** and ***GERMAN*** LETTERS OF CREDIT.
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.

OFFICERS.

GEORGE SCHNEIDER, President. WM. H. BRADLEY, Vice-President.
WM. A. HAMMOND, Cashier. CARL MOLL, Ass't Cashier. HENRY D. FIELD, 2nd Ass't Cashier.

CHAS. D. STONE. OSCAR F. KOSCHE.

CHAS. D. STONE & CO.,

Forwarding & Customs Agents

Import Agents Inter-State Despatch, 113 Adams St., Chicago, Ill., U. S. A. Representing R. F. Downing & Co., 20 Exchange Place, New York. Foreign Freight Agents Inter-State Despatch, with Agencies in every part of the world.

Freight rates made from European and Continental points to Chicago. Correspondence upon matters relating to exhibits for the World's Fair at Chicago in 1893 solicited. Intending exhibitors are especially invited to write to us for information as to routes, rates of freight, accommodations, facilities, space, location and description of buildings, United States regulations, etc. All inquiries answered cheerfully and promptly.

PRINCIPAL FOREIGN AGENTS:

Liverpool, Cunningham, Shaw & Co., Drury Building, 21 and 23 Water street; London, Sutton & Co., 22 Golden Lane, E. C.; Paris, Ramsay & Co., 26 Rue de L'Echiquier; Havre, J. A. Laude & Fils, 21 Place Gambetta; Bordeaux, S. R. Ogston, 5 Pave Chartrons 5; Bremen, Rohlig & Co.; Hamburg, August Blumenthal; Berlin, Brasch & Rothenstein, 74 Frederich Strasse; Treiste, Julius Pollack; Antwerp, Kernkamp Freres; Rome, Florence and Leghorn, Alfred Lemon & Co.

HARVEY.

CHICAGO'S - NEW - MANUFACTURING - SUBURB.

Located on Illinois Central, Big Four, and Chicago & Grand Trunk Railways—Chicago Freight Rates, East, West, North and South.

TWO MILES SOUTH OF CHICAGO CITY LIMITS.

ELEVATION, 21 TO 28 FEET ABOVE CALUMET RIVER.

SEWERS, SIDEWALKS, WATER WORKS,

PARKS AND TREES.

SEVEN FACTORIES NOW LOCATED.

THE HARVEY STEEL CAR COMPANY.

DIRECTORS:—T. W. Harvey, President; Wm. J. Watson, Vice-President; E. T. Jeffery, N. K. Fairbank, Henry B. Stone, W. R. Stirling, F. H. Revell, Jno. P. Wilson; Thos. McFarlane, Secretary.

THE HARVEY LAND ASSOCIATION.

TRUSTEES:—David B. Lyman, Gilbert B. Shaw; Secretary, Geo. P. Benton; Agent, Chas. Denham.

Residence Lots, $200 and Upwards; Business Lots, $650 and Upwards.

Terms: One-fourth cash; balance, equal payments, in one, two and three years.

For Plats and Information, Address

THE HARVEY LAND ASSOCIATION,

819 to 825 "THE ROOKERY." CHICAGO, ILLINOIS.

WYCKOFF, SEAMANS & BENEDICT,

196 LA SALLE ST., CHICAGO.

THE

REMINGTON

Has set the copy for writing machines for fifteen years. It is to-day the

STANDARD

And expects in the future, as it has in the past, to lead all others in adding improvements to what will always be the true Model of a

TYPEWRITER.

ANDREWS' "GEM" FOLDING BED.

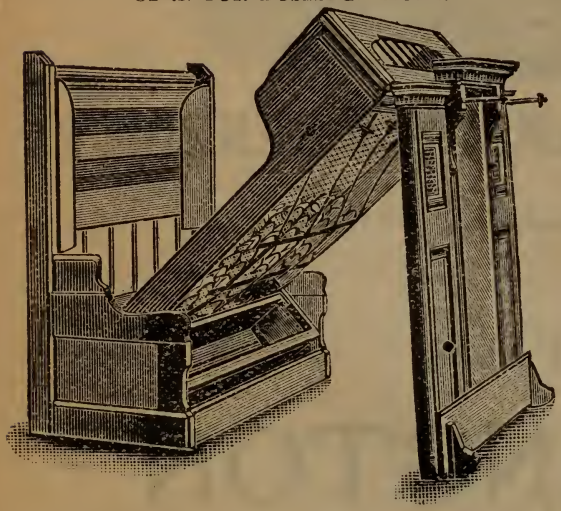
THE ONLY BED MADE WITH

Special Provision for **Ventilation, Cleaning and Easy Moving.**

No Bugs.
No Dirt.
No Breakage.

Elegant Designs.
Moderate Prices.
Occupies Small Space.

OPEN FOR DUSTING. NO. 1.



ADVANTAGES OVER ANY AND ALL OTHERS.

1. Any lady or child can easily open it, as represented in cut 1, for cleaning.

2. Or they can take it apart for moving.

3. While its length when opened is GREATER than any other bed, when closed its HEIGHT is 8 inches less.

4. It is the BEST ventilated of all Folding Beds.

5. It has in its base a very large box extremely useful night or day.

6. It is fitted with our adjustable cable spring, unequaled for comfort, simplicity and durability.

We are Sole Manufacturers and Guarantee Satisfaction.

Made in Birch, Oak, Walnut or Mahogany. See samples and get our catalogue. We also manufacture fine

Bank Fittings.

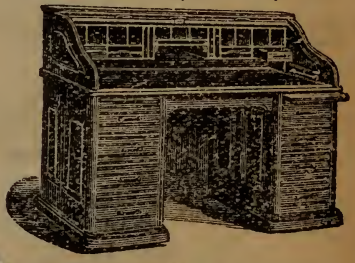
Commercial Furniture.

Office Desks.

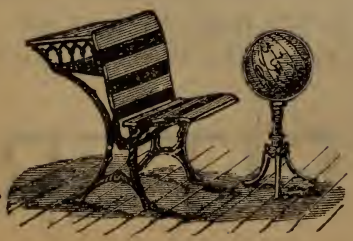
Fine Brass and Wire Work.

School Furniture.

Office Chairs, Desks, Etc.



DESKS.
GLOBES.
CHARTS.
MAPS.
BLACK BOARDS.
Etc., Etc.



Church Chairs

Largest Variety, Plain or Upholstered.

$50,000.00 worth like cut furnished

CHICAGO AUDITORIUM.

Pulpits, Pulpit Chairs, &c.

A. H. Andrews & Co.

215 Wabash Ave., Chicago.

CARSON PIRIE & CO.

Wabash Avenue and Adams Street.

DRY GOODS, MILLINERY, UPHOLSTERY, FINE SHOES.

ESTABLISHED, 1851.

HEATH & MILLIGAN MAN'F'G CO.

PAINT AND COLOR MAKERS,

MONROE HEATH, President.
ELLIOTT DURAND, Vice-President,
ERNEST W. HEATH, Sec'y and Treas.
ARTHUR M. HEATH, Superintendent.

170, 174, Randolph St., CHICAGO.

W. B. CONKEY COMPANY

GENERAL

BOOK MANUFACTURERS

FOR PRINTERS AND PUBLISHERS.

Case Making and Embossing of all kinds for the Trade.

SEND FOR ESTIMATES. Fine Job and Magazine Work a Specialty.

Franklin Building, 341-351 Dearborn Street—76-86 Plymouth Place, CHICAGO.

. . IT IS CONCEDED BY ALL, EXCEPT RIVALS, TO BE THE . .

OPIUM HABIT CURED

The Meeker Med. Co 260 S. CLARK St. Chicago, Ill.

At Home without Pain or Inconvenience. Book Free.

. . ONLY RELIABLE ANTIDOTE OFFERED TO THE PUBLIC. . .

J. A. & S. G. HAIR,

REAL ESTATE AND LOAN

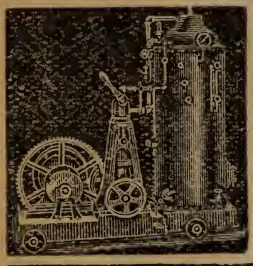
BROKERS.

REAL ESTATE INVESTMENTS, CARE AND MANAGEMENT OF PROPERTY. 99 YEAR LEASES NEGOTIATED.

WEST SIDE, SOUTH SIDE AND CENTRAL BUSINESS PROPERTY A SPECIALTY.

Room 408, Chamber of Commerce, S. E. Cor. La Salle and Washington Sts.

Rice & Whitacre M'f'g Co.



Engines, Boilers, Steam Pumps, Pulleys, Belting, Steam and Hot Water Heating Apparatus.

STEAM GENERATORS & FARM BOILERS.

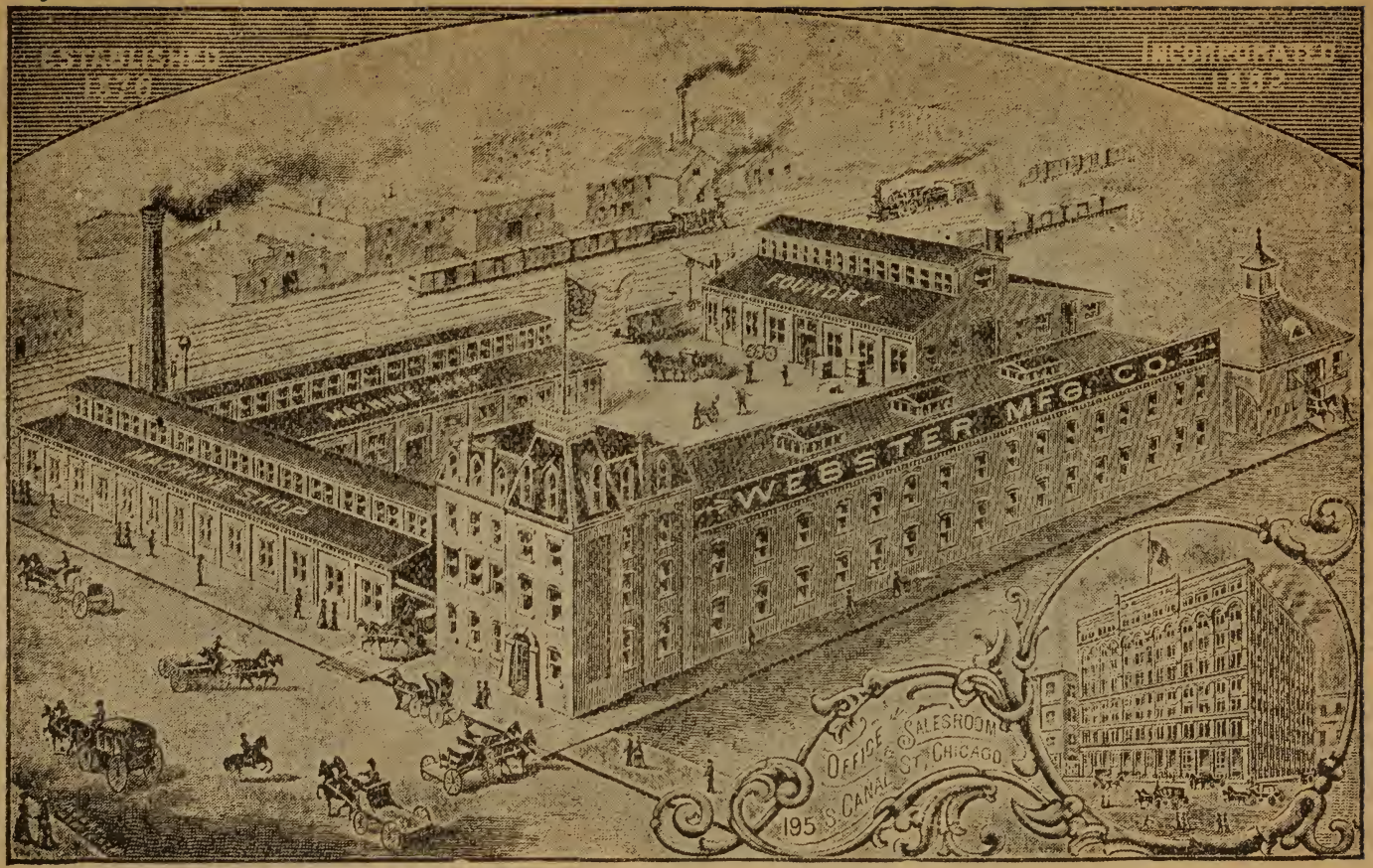
47-49 S. CANAL ST., CHICAGO.

R. W. HYMAN, JR. & CO.

Mortgage, Loans, and Real Estate.

184 Dearborn Street, Room 1,

TELEPHONE, 112. **CHICAGO, ILL.**



WEBSTER MFG. CO.

Office, 195 S. Canal St., Chicago.

Manufacturers of Machinery for transmitting Power, conveying Materials of all kinds, Rope Drives, Screw Conveyers, Friction Clutches, etc. Power Shovels a Specialty.

. . . . FOUNDERS AND MACHINISTS.

THOMAS J. WHEELER ESTABLISHED 1875 AMOS K. TAPPAN

WHEELER & TAPPAN,

MANUFACTURERS OF

STEAM · AND · AIR · PUMPS,

FOR ALL KINDS OF DUTY.

IMPROVED FILTER PRESSES.

GENERAL JOBBING.

VERTICAL BUCKET PLUNGER

DEEP WELL PUMPS.

FIRE PROTECTION A SPECIALTY.

12 & 14 SOUTH JEFFERSON ST., CHICAGO.

Our readers, after perusing the preceding pages of this book, have doubtless come to an appreciation of the wonderful push and energy of the manufacturers of Chicago, brave in the face of disaster, self-reliant at all times, and imbued with that indomitable spirit that knows not the word "failure." A fitting example of this spirit is shown by the firm of Wheeler & Tappan, steam pump manufacturers and general jobbers, at 12 and 14 S. Jefferson st.

Thomas J. Wheeler and Amos K. Tappan, comprising the firm, came to this city in 1875 from Boston, where they were employed in a like business. Starting in a small way, in repairing pumps, buying in second-hand pumps, and, after repairing them, selling them over at a fair margin, they at length were able to make patterns of their own to manufacture the smaller sizes of steam pumps. The average American is a lover of fair play at all times, and that such was given by this house is evidenced by their phenomenal growth; a growth which, though rapid, is strong and healthy; and that they have been able to retain the patronage of their earlist customers, strengthens the assertion. Coming here when practical pump men were scarce, they made many friends with the brewing, distilling and packing fraternities, which friendship, through fair and square dealing, has been steadily fostered, until to-day, when they have on their books the names of every prominent dealer in those lines of business in Chicago. Their lines of patterns have been steadily growing, and now they are able to turn out a steam pump of any size, for any kind of duty imaginable, and will guarantee it to be first-class in every respect, and if not so, will right the wrong, or refund the purchase price. To such men we look for Chicago's continued prosperity; to such men we must look for honest and fair treatment of the buying public, and of such men we can honestly say, "To you belong the credit for Chicago's wonderful history."

In DRESS as in MUSIC

THERE SHOULD ALWAYS BE

HARMONY.

ED. L. HUNTLEY'S $10.00 SUIT

and other HONEST GENTILE CLOTHING

FOR GENTLEMEN.

SACK OR FROCK SUITS IN SIZES 33 TO 42 BREAST MEASURE

$24.00 — BLACK OR BLUE CLAYS DIAGONAL WORSTED.

$15.00 — BLUE OR BLACK FRENCH CORKSCREW WORSTED.

$10.00 — BROWN GRAY AND OLD GOLD CHECK, ALL WOOL CASSIMERE.

$8.00 — PLAIN BROWN DIAGONAL, ALL WOOL CASSIMERE.

FOR YOUTHS, BOYS AND CHILDREN $2.50 $5.00 & $8.00

Rules for Self-measurement.

BREAST MEASURE, over vest, close up under arms.

WAIST MEASURE, over pants at waist.

INSIDE LEG MEASURE, from crotch to heel.

FOR BOYS UNDER 16 YRS., simply mention age.

DON'T BE A MARK BY WEARING POOR CLOTHES

ED. L. HUNTLEY & CO. are Wholesale Tailors, and make the best Clothing on Earth. In case our goods cannot be obtained from *your dealer*, and you wish to try our good clothes, send us the price of the suit, and it will be sent by express or mail. *If they do not please you when received, they can be returned at our expense, and we will cheerfully refund the money.* Our elegant apparel, quoted above, is made from substantial fabrics, harmoniously trimmed, perfect in fit, and cut in fashionable style. All this, together with substantial workmanship, is what has built up for us the Greatest Mail Order Business in the World. We claim to be the cheapest Clothing House in America.

ED. L. HUNTLEY & CO.,

Postoffice Drawer 667. CHICAGO, ILL.

SEND SIX CENTS FOR POSTAGE. CLOTH SAMPLES FREE.

Only so far as dress springs from and illustrates character, can it be admitted to the realm of art.

ESTABLISHED 1877

GOODS GUARANTEED IN EVERY RESPECT

THE QUALITY OF MY GOODS IS NOT EXCELLED BY ANY MANUFACTURER.

OFFICE AND FACTORY:

114 & 116 S. JEFFERSON STREET,

JOSEPH KLICKA,

Manufacturer of the Largest and Finest Line of Room Moulding in the World

ALSO

Imitation Picture Frame Moulding in all Shades of Wood.

Rappleye Plating and M'f'g Co.

16 CUSTOM HOUSE PLACE.

Architectural Iron Work Electro-Plated in Copper, Bower Barff, Duplex, Etc.

House Hardware in Modern and Antique Finish.

Art in Bronze,

Gas Fixtures,

Registers,

Metal Furniture, Etc.,

In all Finishes

Known to Metal.

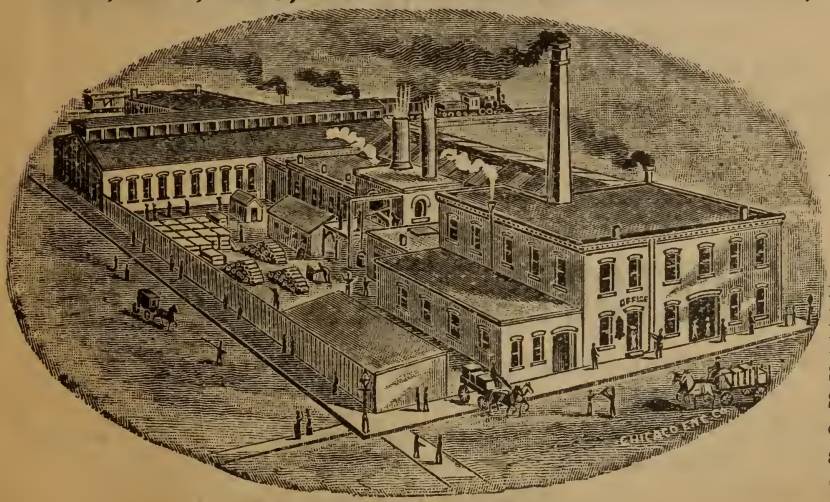
SPECIAL DESIGNS IN METAL MADE TO ORDER.

LIGHT GRAY IRON CASTINGS,

For all Purposes Manufactured by

KURTZ BROS. & BUHRER,

822, 824, 826, 828 and 830 Austin Avenue, CHICAGO.



Japanning, Galvanizing Light Machine Work and Metal Patterns to order.

To reach Factory take C. & N. W. R. R., C. M. & St. P. R. R., C. P. & St. L. R. R., Lake St. Elevated R. R., or Lake, Randolph and Indiana street Cars.

ESTABLISHED IN 1869.

SHERMAN HOUSE, . . CHICAGO . .

J. IRVING PEARCE, Proprietor.

Corner Randolph and Clark Sts. *Thoroughly Fire-Proof.*

HAS EXTRA LARGE ROOMS AND FULL SOUTH AND EAST FRONTS.

THREE TO FIVE DOLLARS PER DAY.

SUCCESSFUL ADVERTISING

INCLUDES SIGNS PAINTED ON WALLS,

BARNS AND FENCES.

We will give estimate of Cost, furnish Designs, and answer all enquiries.

THE R. J. GUNNING CO.

ADVERTISING SIGN CONTRACTORS.

TEL. 5169. 297 DEARBORN ST.

WESTERN SMELTING AND REFINING WORKS.

JAMES McANDREWS,

WHOLESALE METALS,

10, 12 & 14 ROCKWELL STREET.

SPECIALTIES:

Pig Tin, Pig Lead, Solder, Ingot Copper,
Ingot Brass and Babbitt, Metal of Every Description.

CHARLES D. COLSON,

MANUFACTURER AND DEALER

FIRE BRICK, RETORTS, TILES AND CLAY

- - 20 West Lake Street, CHICAGO. - -

FACTORY, 16TH AND ARTHUR STREETS.

Blast Furnace and Cupola Linings a Specialty. Sewer Pipe, Flue Lining, Cement, Foundry Facings and Supplies, Crucibles, Etc.

TELEPHONE NO. 2027. *Special Shapes Made to Order.*

Geo. B. Carpenter & Co.

SHIP CHANDLERS AND SAIL MAKERS.

DEALERS IN

COTTON DUCK, STEEL AND IRON WIRE ROPE,

CHAINS, BLOCKS.

TWINES AND CORDAGE

202 TO 208 SOUTH WATER ST.,

CHICAGO.

THE CHICAGO COLLEGE OF

Vocal and Instrumental Art.

A. E. RUFF, DIRECTOR.

Kimball Hall, 243-253 Wabash Ave.

All branches of Vocal and Instrumental Music, Elocution, Delsarte, at moderate rates.

DIRECTORS OF DEPARTMENTS.

Albert E. Ruff, Vocal; W. C. E. Seeboeck, Piano; Th. Beresina, Violin; James Watson, Organ; Abbie Birdsall, Elocution, Delsarte; and assistants.

Pupils enrolled at any time. Catalogues mailed free on application.

LOUIS P. RUFF, Secretary.

"WE CHALLENGE THE WORLD TO PRODUCE ITS EQUAL."

CORTICELLI SPOOL SILK.

Used and . .
Endorsed .
By all . . . .
Leading . .
Dress . . . .
Makers. . .

Sold and . .
Warranted .
By all . . . .
Enterprising
Dry Goods .
Merchants.

Every Spool Warranted Full Length, Smooth and Strong.

CORTICELLI Knitting and Crochet Silk.

CORTICELLI Rope Silk.

CORTICELLI Twisted Embroidery.

CORTICELLI Etching Silk.

The Best Brand for Knitting, Art Embroidery and Fancy Work.

WASHING COLORS—WARRANTED FAST DYE.

MANUFACTURED ONLY BY

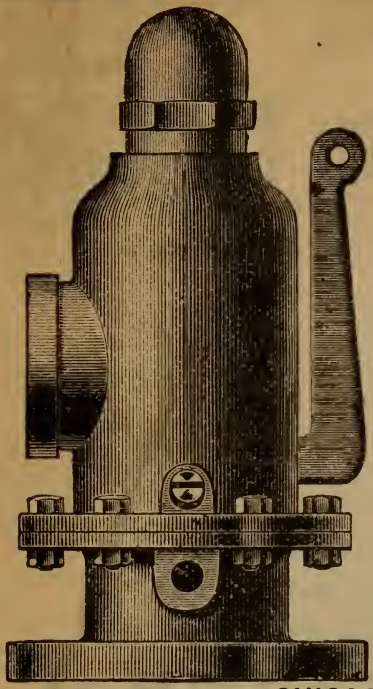
NONOTUCK SILK COMPANY,

R. W. HARE, MANAGER.

238 & 240 5TH AVE., CHICAGO, ILL.

KEARNS & ORME,
ENGINEERS & MACHINISTS,

Kearns' Patent Pop Safety-Valves for Steam Boilers.



The Most Sensitive, Effective and Durable Safety-Valve Made.

52 MICHIGAN ST., CHICAGO.

RICE-HINZE PIANO CO.,

MANUFACTURERS OF

HIGH GRADE PIANOS,

WRITE FOR CATALOGUES, TERMS, ETC.

☞Pianos Furnished at Factory Wholesale Prices.

RICE-HINZE PIANO CO.,

104, 106, and 108 West Washington Street,

CHICAGO, ILL.

Milwaukee Chair Co. -

- - Crocker Chair Co.

Chicago Office and Warerooms:

224-228 - WABASH - AVE.

F. J. BARNES, Manager.

Bicycles ATHLETIC AND GYMNASIUM GOODS.

FISHING TACKLE, &c.

SCROLL SAWS FOOT-POWER MACHINERY.

FANCY WOODS, &c.

The JOHN WILKINSON CO.,

269 & 271 State Street.

Northwestern Rubber

COMPANY,

RUBBER GOODS OF ALL KINDS,

MAIN STORE AND OFFICE:
141 Lake Street,
BRANCH STORE,
181 State Street,
——CHICAGO.

EYES examined free, 99 E. Randolph St.

OPTICAL INSTITUTE

99 WATRY E. RANDOLPH ST. OPTICIAN

Spectacles to suit. Satisfaction guaranteed.

N. WATRY,

OPTICIAN,

993 E. Randolph St.

CHICAGO.

THE ORIGINAL

TRANSCONTINENTAL LINE

Passing through the most fertile portions of

KANSAS,

The most productive lands in

NEBRASKA,

Through the Romantic and Picturesque Scenery of

COLORADO,

And the Famous Grazing Lands of

TEXAS AND WYOMING,

It is the only Through Line to

UTAH,

The most Direct Route to the million of acres of Grazing, Farming, Fruit Raising, Mining and Timber lands of

IDAHO, OREGON AND WASHINGTON,

The "Popular Route" to the famous, yet practically unknown country of

ALASKA,

AND **THE BEST LINE** TO

DENVER, PUEBLO, COLORADO SPRINGS, CHEYENNE,
OGDEN, SALT LAKE CITY, SACRAMENTO,
SAN FRANCISCO, LOS ANGELES, PORTLAND,
TACOMA, SEATTLE AND SPOKANE FALLS.

UNEQUALED THROUGH-CAR SERVICE

Consisting of Pullman Palace Sleepers, Pullman Dining Cars, Pullman Colonist Sleepers, Free Reclining Chair Cars. . . .

. . . UNSURPASSED TRAIN SERVICE . . .

Between Missouri River Terminals and Pacific Coast and Puget Sound Points.

For Maps, Time Tables, and Land Pamphlets, Etc., address

E. L. LOMAX, Gen. Pass. and Ticket Agent,

OMAHA, NEB.

DONOHUE & HENNEBERRY

PUBLISHERS, PRINTERS and BINDERS.

DONOHUE & HENNEBERRY BUILDING.

407 TO 425 DEARBORN STREET.

DEPARTMENTS.

General Offices,	*6th Floor.*
Printing Department,	*6th and Basement.*
Bindery,	*5th, 7th and 8th Floors.*
School Stationery and Supplies,	*4th Floor.*
Publishing and Wholesale Books,	*3rd Floor.*
Subscription Books	*2nd Floor.*

OUR FACILITIES ARE EQUAL TO ANY EMERGENCY.

ESTIMATES CHEERFULLY FURNISHED ON APPLICATION.

DATE DUE

DEC 8 1988

OCT 10 1989

APR 07 1990

APR 10 1990

OCT 15 2007

MAR 30 2008

SEP 24 2011

OCT 24 2011

DEMCO 38-297

C

Brev nd

30

ENGINES ATERS.

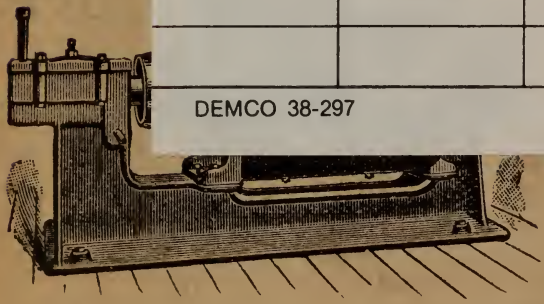
A F .

. . TH E . .

PUL TS.

ring PHOS-
ES, CLAYS
ous Materi-
c., is found
Pulverizing

s.

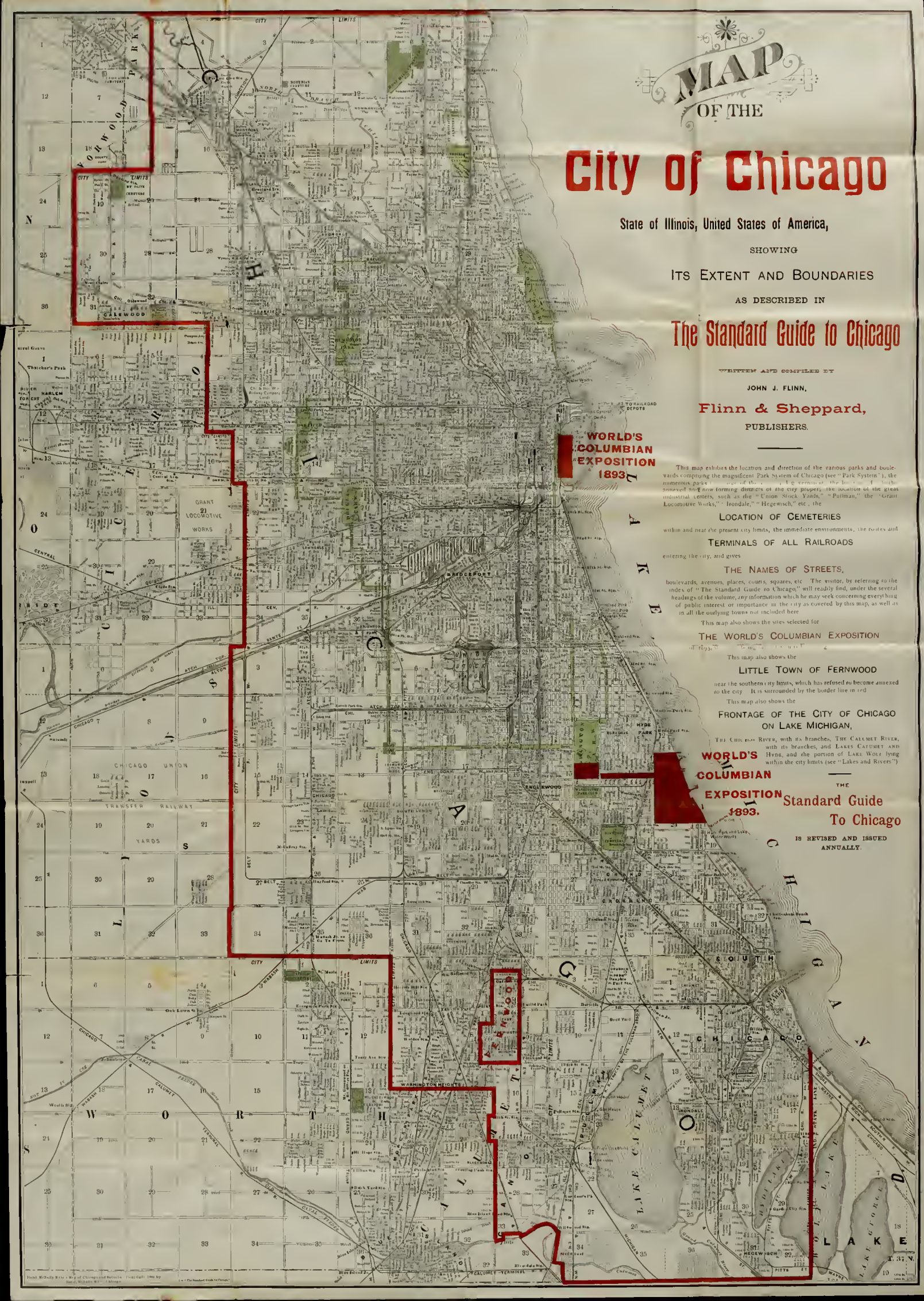


Impact Pulverizer Company

303 to 311 South Canal Street,

CHICAGO.

Great Saving in Cost of Plant, Power, Wear and Tear, and Greater Capacity than any other Pulverizer on the market. Will Grind any Material to the Softest, Finest Powder, and separate the silica and all hard, foreign substance automatically, without the use of bolting cloth. WRITE FOR FULL DESCRIPTION AND ESTIMATES.


MAP
OF THE
City of Chicago
State of Illinois, United States of America,
SHOWING
ITS EXTENT AND BOUNDARIES
AS DESCRIBED IN
The Standard Guide to Chicago
WRITTEN AND COMPILED BY
JOHN J. FLINN,
Flinn & Sheppard,
PUBLISHERS.
This map exhibits the location and direction of the various parks and boulevards comprising the magnificent Park System of Chicago (see "Park System"), the numerous parks [illegible] of the [illegible] the boundaries of the suburbs annexed since forming districts of the city proper, the location of the great industrial centers, such as the "Union Stock Yards," "Pullman," the "Grant Locomotive Works," "Irondale," "Hegewisch," etc., the
LOCATION OF CEMETERIES
within and near the present city limits, the immediate environments, the routes and
TERMINALS OF ALL RAILROADS
entering the city, and gives
THE NAMES OF STREETS,
boulevards, avenues, places, courts, squares, etc. The visitor, by referring to the index of "The Standard Guide to Chicago," will readily find, under the several headings of the volume, any information which he may seek concerning everything of public interest or importance in the city as covered by this map, as well as in all the outlying towns not included here.
This map also shows the sites selected for
THE WORLD'S COLUMBIAN EXPOSITION
[illegible]
This map also shows the
LITTLE TOWN OF FERNWOOD
near the southern city limits, which has refused to become annexed to the city. It is surrounded by the border line in red.
This map also shows the
FRONTAGE OF THE CITY OF CHICAGO ON LAKE MICHIGAN,
THE CHICAGO RIVER, with its branches, THE CALUMET RIVER, with its branches, and LAKES CALUMET AND HYDE, and the portion of LAKE WOLF lying within the city limits (see "Lakes and Rivers").
WORLD'S COLUMBIAN EXPOSITION 1893.
WORLD'S COLUMBIAN EXPOSITION 1893.
THE
Standard Guide To Chicago
IS REVISED AND ISSUED ANNUALLY.
LAKE MICHIGAN
LAKE CALUMET
CHICAGO
SOUTH
WORTH
LIMITS
CITY
GRANT LOCOMOTIVE WORKS
CHICAGO UNION TRANSFER RAILWAY YARDS
WASHINGTON HEIGHTS
ENGLEWOOD
HYDE PARK
LAKE

Count Paris (1)

BRIGHAM YOUNG UNIVERSITY
31197 20194 6388
BRIGHAM YOUNG UNIVERSITY

"THE PEOPLE'S COLLEGE,"

18 to 24 Van Buren St.

Has just completed its spacious and elegant building, seven stories in height, next to the Art Institute. It is located in the heart of Chicago, near the Lake Front, and is accessible by all the leading railroads, cable and horse-cars. It is one of the finest buildings of its kind in the land. The Athenæum, with a large corps of able instructors, is devoted to the diffusion of useful knowledge. It is open all the year, and for nine months in each year maintains evening classes. It comprises:

A BUSINESS COLLEGE AND GRAMMAR SCHOOL.
THE LEADING MUNSON SHORT-HAND SCHOOL IN THE WEST.
SCHOOL OF FREE-HAND, ARCHITECTURAL AND MECHANICAL DRAWING.
SCHOOL OF ELOCUTION AND ORATORY—THE ENTIRE YEAR.
HIGHER MATHEMATICS AND THE NATURAL SCIENCES, MODERN LANGUAGES, LATIN AND MUSIC.
LADIES' CLASS IN SHAKESPEARE—EVERY WEDNESDAY AFTERNOON.
LECTURES ON LITERATURE AND POPULAR SCIENCE.
A WELL-CHOSEN LIBRARY AND READING ROOM.

☞The entire first story and basement, with a height of 25 feet, is devoted to one of the largest and best equipped Gymnasia in the country. Special day classes and one evening class for Ladies.

ADDRESS SUPERINTENDENT FOR CATALOGUE.

"INTELLIGENT • • • • ADVERTISING."

CHAS. H. FULLER'S NEWSPAPER ADVERTISING AGENCY 69 DEARBORN STREET, CHICAGO.

• • •

Estimates and other information relative to the placing of "INTELLIGENT ADVERTISING" cheerfully furnished intending advertisers. Advertisements designed and proofs submitted free of charge. The "Advertisers' Guide to Leading Newspapers and Magazines" mailed free.

CHAS. H. FULLER'S NEWSPAPER ADVERTISING AGENCY 69 DEARBORN STREET, CHICAGO.

CHAS. H. FULLER'S ADVERTISING AGENCY,

69 DEARBORN ST.

Temple Court Building, New York City.
HENRY DECKER, Manager.

CHICAGO.

Metropolitan Investment Company,

MORTGAGE BANKERS,

Southeast Corner of Dearborn & Washington Sts.,

GROUND FLOOR,

CHICAGO.

Real Estate Investments Made. Estates Managed. Taxes Paid and Rents Collected. Special Attention Given to the Interests of Non-Residents. First Mortgage Loans for Sale.

Money to Loan at Current Rates on Improved Chicago Real Estate. Call or Send for Circulars and List of Securities for Sale.

OFFICERS.

FRANKLIN C. JOCELYN, President.

GILBERT R. SHAW, Vice-Pres.

WILLIAM R. KERR, Secretary.

WILLIAM J. HAGGITHEY, Treasurer.

DIRECTORS.

FRANKLIN C. JOCELYN, - - Pres. Inter-State Industrial Co.
TARLINGTON W. HARVEY, - - Pres. Harvey Real Est. Co.
WILLIAM R. KERR, - - Formerly of W. B. Cunningham & Co.
GILBERT R. SHAW, - Pres. American Trust & Savings Bank.
ALEXANDER C. SOPER, - - Vice-Pres. Singer Sewing Mch. Co.
WALLACE L. DeWOLF, - - - - - Attorney at Law.
DUNCAN H. STEVENS, - - - Vice-Pres. Home Insurance Co.
JAMES P. SMITH, - Of R. P. Smith & Sons, Keene and Manch.
WM. J. HAGGITHEY, - Treasurer Metropolitan Investment Co.

TRUSTEES.

AMERICAN TRUST & SAVINGS BANK, CHICAGO.

COUNSEL.

JOHN P. WILSON, NATHAN G. MOORE, - CHICAGO.